

THE SILVER ANNIVERSARY BUICK.

The 1929 Model Buicks have 17% more power than ever before—even though the previous motor developed more power for its size than any other motor in the world. They are worth waiting for.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33 Wong Nei Chung Road, Happy Valley.

China Mail

ESTABLISHED 1845



"Your Eyes Are Safe With Us"
LAZARUS
Hong Kong's Only European Optician.
(Established Over Forty Years)
ACCURACY SERVICE QUALITY.
Manager:
RALPH A. COOPER, Registered
Optometrist (Canada)
F.I.O. (London).

No. 25,985 HONG KONG, WEDNESDAY, SEPTEMBER 26, 1928. PRICE, \$3.00 Per Month.

CONTRACTORS CASE—JUDGMENT

WHERE REMEDY LAY WHEN POLICE WERE CALLED IN FOR PROTECTION

"MEMORANDUM IN WRITING"

That it is best to have the terms mentioned in writing was the advice given by the Puisne Judge (Mr. Justice P. Jacks) in delivering judgment in the Supreme Court this morning.

The case was that in which Tsang Shing, stone labourer sub-contractor of No. 14, Fook Say-lane, sued the Wing Hing Lung firm of contractors for \$861.30. Defendants counter-claimed for \$1,000. During the hearing, it was alleged that defendants had to hire Police guards to protect other workmen from plaintiff's men.

Mr. A. el Arculli was for plaintiff and Mr. M. K. Lo for defendants. Judgment in the sum of \$800 and costs, and on the counter-claim also with costs was given for Mr. Arculli's client. His Lordship read the judgment as follows:—

The Facts

This is an action in which the plaintiff, who is a labour contractor, seeks to recover from the defendant, who is a building contractor, the sum of \$861.18, being the balance due on a verbal agreement to supply masons for the masonry work in connection with the erection of six dwelling houses on Inland Lot No. 694 situate in Western-street, Victoria.

The defendant claims damages for breach of the agreement which they have limited to \$1,000 in order to bring their counter-claim within the jurisdiction of this Court.

The facts are as follows:—The defendant entered into a contract with the building owners on March 2, 1927 to contract six houses on Inland Lot No. 693 in accordance with a plan and specification, the date for the completion of the houses being Nov. 30, 1927. Some four or five months later the defendants entered into an agreement with the plaintiff, under which the plaintiff agreed to supply labour for all the masonry work on the six houses for the sum of \$3,400.

Date in Dispute

The date of this agreement is disputed, but the defendants' manager admitted that the plaintiff's men could not commence work until Oct. 7, as the defendants had not laid the concrete before then. At this date, seven months of the defendants' contract time for building the houses had elapsed and less than two months remained. During the ensuing five months, that is, until March 7, the work apparently proceeded smoothly. The plaintiff said he had no complaint as regards payments and the defendants said they were satisfied with the progress of the work up to that date.

What happened on or about that date? The plaintiff's men ceased work and although he appears to have had men there until late in April, he himself said that he visited the site every day from March 7 to April 23 and saw no work going on. The evidence of the defendants' witnesses confirm this. The defendants eventually got another contractor to finish the work and now counter-claim for the expense incurred thereby, damages for breach of contract and the cost of protecting the men employed to finish the work.

Refused to Pay

What was the real cause of the dispute which arose between the parties on March 7? Neither side contend that it was a question of whether the work was finished or not. It resolves itself into this, I think. The work was practically finished—Mr. W. Hall confirms this, and the defendants' bill for completing the work left undone by plaintiff did not amount to more than \$830, and this is probably more than it would have cost had the plaintiff continued. The plaintiff said that he was satisfied with what he was paid up to that date, but I find that his own accounts show that he received more during the five weeks which followed than that date, and yet he was not satisfied. He apparently did no more work until his men were driven off the site on April 23. No evidence has been given as to what payment the plaintiff asked for on March 7, but it seems clear that the defendants refused to pay him more than 70 per cent. so he ceased work.

Who Was Wrong?

Who was in the wrong—the plaintiff or the defendants? Turning to the agreement which they made, I

LARGE BANDIT FORCE AT WUSHAN

SHIPPING ATTACKED YANG SEN SENDING TROOPS TO RESTORE ORDER

UPPER YANGTZE CHAOS

Shipping both under foreign and native flags, on the Upper Yangtze River must be sorely handicapped at the moment as considerable forces of bandits have appeared in the vicinity of Wushan and have attacked with rifle fire passing vessels, states a British Naval wireless message.

Wushan is in the extreme east of Szechuan province, between Ichang and Wanhien, in a sort of no man's land left to freebooters because rivals are on either side.

British ships are among those fired at but, the report continues, General Yang Sen (one of the belligerents) has despatched some troops to deal with the outlaws.

find that it is verbal, unless the memoranda made in the books of the respective parties can be regarded as a written contract, but these memoranda contain nothing beyond a statement of the price agreed on which is not disputed. The defendants have endeavoured to incorporate the terms of their contract with the building owner, and the specification, in their agreement with the plaintiff, on the ground that these were shown to him before he delivered his tender. He stoutly denied this and said that he only saw the plan from which alone he made his calculations. Much of what is contained in the defendants' contract with the building owners and the specification would not concern the plaintiff at all, other parts might or might not apply to him, and even those portions which might apply, ought not, I think, to be applied unless specifically mentioned. On the whole I am of opinion that, in the absence of express agreement, no part of the defendants' building contract and specification applies to their agreement with the plaintiff to supply masons for the work which is a contract of a different nature.

Should Have Finished

We are accordingly left with no express provisions with regard to (a) time within which the work was to be completed; (b) how and when the plaintiff was to be paid, and (c) the method in which any dispute between the parties was to be settled or who was to decide when the work had been satisfactorily completed so far as the plaintiff was concerned.

With regard to the time limit the plaintiff has denied that he ever agreed to any. He refused to be bound by any but he could not be allowed to take such time as he pleased. It is obvious he could not complete by Nov. 30, and there is no evidence that any other date was communicated to him.

We can only fall back on what was a reasonable time. The defendants have admitted that the plaintiff could not commence work until Oct. 7. Mr. Hall, an architect of some years' experience, has stated that six months would be ample time. I agree that this is reasonable and am of opinion that in the absence of agreement the plaintiff should have finished his work on or before April 7.

Sub-Contractor's Position

With regard to the second point as to how payment was to be made. This usually varies according to the terms of the contract, but the contract here made no provision for payment. It has been laid down that where the contract does not make completion a condition precedent to payment there may be an implied stipulation on the part of the employer to pay from time to time a reasonable sum to the contractor during the progress of the work.

A contract for the supply of labour seems pre-eminently one in which reasonable payments should be made from time to time. It is very different from a building contract. A labour contractor has to pay his men daily or almost daily if he is to keep them employed at work. They expect to be paid in full for work done irrespective of the progress of the work. The plaintiff was paying away cash in wages all the time. He got no long credits on building material and the like, such as a building contractor could get.

Precedent Notwithstanding

It would appear that on March 7, the work was so near completion that the plaintiff considered

WILLS OF THREE MILLIONAIRES

DEATH DUTIES LARGE SUMS TO GO TO THE TREASURY

HAMBLEDEN'S ESTATE

London, Yesterday.

Probate was granted to-day of the wills of three millionaires. Major Hugh Gretton, Director of Bass, Ratcliff and Gretton, Ltd., brewers, who died last July, left an unsettled estate valued for probate at £1,474,000 with net personality of £1,402,000. His fortune which, in the main, is left to his brother, Colonel Gretton, M.P., is disposed of in a will of 90 words. The duty on the estate will exceed £500,000.

The estate of the late James Oxley, banker of Leeds, was provisionally proved at £2,774,000. The duties on the property of this valuation and, according to dispositions of the will, are estimated to amount to £1,126,000.

A further grant of probate of the will of the late Viscount Hambleden respecting settled land, provisionally valued at £200,000, has been issued. His unsettled estate had already been provisionally sworn at £250,000.—British Wireless Service.

"FLAMING YOUTH"

"RED" YOUNGSTERS OF ENGLAND & CHINA CALL TO RALLY

Riga, Yesterday.

The English and Chinese delegates at the Congress of the Internationale of Communist Youth, in Moscow, held a separate conference to evolve plans of common action with regards to China.

The conference issued a manifesto calling on the youth of England and China to rally round the Communist Internationale in order to achieve a Bolshevik revolution in China.

THE HURRICANE

OVER 2,300 KILLED IN FLORIDA REGION

West Palm Beach, Florida, Yesterday.

Red Cross estimates of the death toll in the Florida hurricane place the number at over 2,300.—Reuter's American Service.

CHINA'S TREATIES

RATIFICATION WITH GERMANY LIKELY

ITALY & NANKING INCIDENT

Shanghai, Yesterday.

The reports regarding the probable rejection of the new China-Germany Treaty by the Nationalist Government Council are officially denied. The ratification by China is considered certain.—Reuter.

CAPT. DEWAR

APPOINTED TO COMMAND H.M.S. "TIGER"

London, Yesterday.

Captain Dewar, of "Royal Oak" fame, has been appointed to the command of the battle-cruiser "Tiger."—Reuter.

NANKING TO RESTORE HER CREDIT

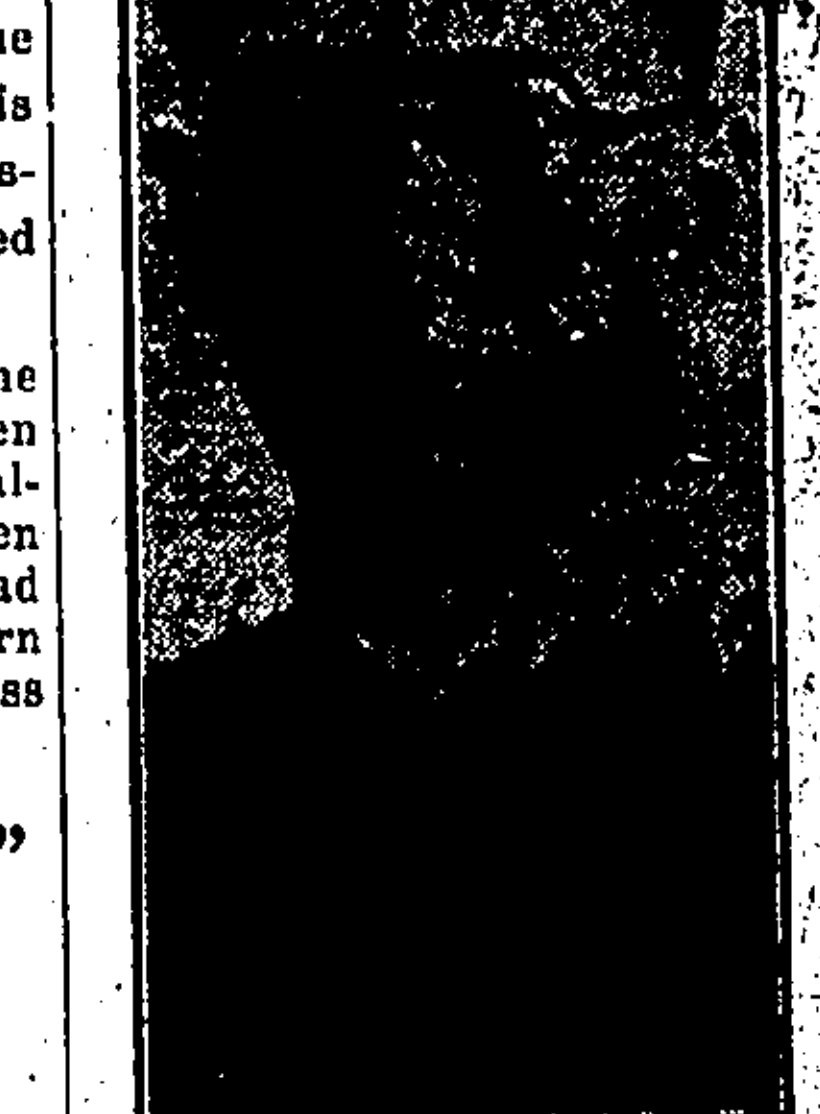
\$10,000,000 A YEAR HOW CHINA WILL MEET HER SALT LOANS

ALL PROVINCES MUST PAY

Shanghai, To-day.

It is understood that a scheme has been worked out for obtaining funds from the salt revenue to meet the service of loans secured on such revenue.

It is stated that all provinces have agreed to the scheme which has also been approved by the Budget Committee and the D. S. C.



Mr. T. V. Soong, the Nationalist Minister of Finance.

matic Committee of the Nationalist Government at Nanking.

Under this scheme, orders will be sent to all stations under the Salt Gabelle for them to pay a certain percentage of their revenue monthly into banks designated by the Nationalist Minister of Finance.

The total of the annual sum to be thus secured will be \$10,000,000 which will meet all loan requirements, namely:—
The Anglo-German Loan of 1898.
The Anglo-French Loan of 1908.
The Hukuang Loan of 1911.
The Chinese Government Birch Crisp Loan of 1912.

It should be noted that the Reorganisation Loan is not included in the scheme as it is covered by Customs revenue.—Reuter.

RAIN

N.E. winds, fresh, cloudy, occasional rain, is the official forecast until noon to-morrow.

The depression has passed into the Pacific and the anticyclones have merged into a belt of high pressure extending from north China across Japan with a maximum over the Yellow Sea. The trough of relatively low pressure now extends from Indo-China across Luzon to the Ladrones.

Fresh Moonsoon will continue along the S.E. coast of China and over the N. China Sea.

The following telegram was received from the Manila Observatory at 9.20 a.m. to-day:—

Manila 25th, 7 p.m.—Typhoon in about 131deg. Long. E. and 22deg. Lat. N., moving W.N.W.

BARCO DISPUTE

THE ARGENTINE SUPPORTS COLOMBO

AMERICA'S "FAILURE"

Buenos Aires, Yesterday.

Argentine newspapers support Colombia's rejection of United States intervention over the Barco concession. They describe the United States attitude as "a failure to appreciate Colombia's sovereignty."—Reuter.

DISARMAMENT

Geneva, Yesterday.

A REVOLUTION IN MOTOR CARS

NEW INVENTION AN AUTOMATIC GEAR CHANGE EVOLVED

BRITISH FIRM'S WORK

London, Yesterday.

After five years of secret experimental work, a British firm has evolved a method of automatic gear change for motor cars. The mechanism, which has been adopted, after 50,000 miles test by the Armstrong, Siddeley Motors, Ltd., manufacturers, for their high powered models, will be on exhibition at the Olympia motor show which opens on October 11.

There is no gear lever; the driver merely depresses the pedal and adjusts the indicator, mounted on the steering wheel, as required. A feature of the new invention is the silence with which the gear changes and may be effected.—British Wireless Service.

SHIPPING STRIKE

WATERSIDE WORKERS TO BE REGISTERED

SEAMEN'S ATTITUDE

Melbourne, Yesterday.

Negotiations for the settlement of the strike are still proceeding, but the position is most complicated.

Melbourne seamen had decided to support the waterside workers and refuse to work with the volunteers. On the other hand stevedores at Port Phillip obeyed the transport conference instructions to present themselves for engagement, but none was engaged as the shipowners want a resumption of work in the other states before deciding on future plans. Meanwhile, the engagement of volunteers is proceeding apace, and 650 are working at Melbourne and 1,122 at Brisbane.

The owners declare that the volunteers are doing from fifty to a hundred per cent. more work than the regular dockers.

A stormy meeting of dock labourers at Adelaide howled down a proposal to resume work. The waterside labourers at Brisbane decided to resume work but the seamen at Fremantle are supporting the dockers. The Government is determined to stand by the volunteers and is drafting regulations whereby all waterside workers must be registered, and if they fail to carry out the conditions their registration will be cancelled and they will be unable to secure employment on the waterfront.

Brisbane, Yesterday.

There was a very important development in the waterside strike yesterday when seamen in the interstate trade decided to supply steam for volunteer workers.

Canberra, Yesterday.

The Federal Executive Council has approved of the regulations for the registration of waterside workers.

All must apply for a licence at a cost of one shilling. It will be valid till June 30, 1929, and thereafter may be renewed. The licence may be cancelled if the holder fails to comply with any lawful order. Employers are forbidden to engage non-holders of a licence.—Reuter.

MONEY IN POST.

ARTILLERY CAPTAIN CAUTIONED.

At the Kowloon Magistracy this morning, Capt. Brown of the Royal Artillery, was summoned by the General Post Office for sending by letter a number of coins to Singapore.

In pleading guilty, defendant explained that the offence had been committed without knowledge. He had occasion to pay a small bill in Singapore, and had given another person some money and instructions to do so. It appears that the person had just simply placed the paper notes together with 2 copper cent pieces in the letter instead of obtaining a money order. It was only when the summons arrived at his house that Mr. Brown knew anything about the matter.

FATAL ROADSIDE ACCIDENTS

TWO KILLED. PORTUGUESE YOUTH'S MOTOR CYCLE & ABERDEEN BUS

A CHILD'S DEATH.

Two motor accidents, both of which ended fatally, occurred yesterday.

A Portuguese youth named Botelho living at No. 93, Wongnei-chong-road was concerned in the first accident which occurred at about 2.30 p.m., yesterday. Botelho was riding motor cycle No. 278 in Queen's-road East when near the junction of Lee Tung Street he ran into an 8-year-old Chinese girl named Chen Lai-fong, living on the third floor of No. 65, Queen's-road East.

The child who was knocked down heavily, received severe injuries which resulted in her death at the Government Civil Hospital some hours after admission.

Bus Driver.

The other accident was reported to the police by Lau Fu, the Chinese driver of Aberdeen motor bus No. 304.

According to Lau, at about 7.40 p.m., yesterday, whilst the bus was proceeding along Pokfulam-road in the direction of Hong Kong, the driver had suddenly to swerve the vehicle in order to avoid a motor car. As a result of the sudden swerving, the bus went temporarily out of control and it ran into two Chinese employees of the Dairy Farm who were walking along the road in the opposite direction.

One of the pedestrians, Chan Tong (30) was so severely injured that he died in the ambulance whilst on the way to the hospital. The other man, Pau Kam (64) received head injuries and is at present in a serious condition in the Government Civil Hospital.

MISS TOBIN

H.M.S. "SEAMEW" JOINS QUEST

COUNTRYSIDE ROUSED

That H.M.S. "Seamew," one of the new British gunboats on the West River has proceeded up in connection with the capture by bandits of Miss Tobin of the Church Missionary Society, also that the whole countryside is roused, causing villagers to join in the hunt, and that two parties of troops are in pursuit of the captors, constitutes the latest news to hand concerning the incident. A special "China Mail" newsletter appears below.

Wuchow Sept. 23.

On Sept. 20, telegrams were received here from Chiuping relative to the kidnapping of the Misses Tobin and Watkins, of the Church Missionary Society, when en route to Kwellin.

Capture Described

From the most accurate sources available, it is learned that these missionaries were proceeding up the Fu River in a small boat returning to their station Kwellin. Sailing with them were three other boats, two filled with passengers and, one with cargo. Somewhere near Chiuping, three to four days' journey from Wuchow, bandits swooped down on the boats, making short work of the passengers and cargo.

The passengers were robbed of all their possession and all the cargo was removed.

None of the Chinese passengers was kidnapped, which is significant. Only the two British ladies were taken by the banditti, who started to the hills with them.

Later, Miss Watkins was released and she returned to Chiuping whence she telegraphed her news.

Steps Taken

WARP AND WOOF OF EAST AND WEST

SIR JOHN'S SPEECH AT FAREWELL DINNER. MORE CO-OPERATION

London Yesterday.

Sir John Simon, in a speech at a luncheon in the Aldwych Club, referred to the work of his commission which is leaving for India on Thursday on a second visit. He emphasised the immense responsibilities of the British Parliament to the peoples of India and said that in spite of the initial boycott eight out of nine provinces had decided to co-operate with the Commission, the ninth not having yet finally decided.

A Central Indian Committee had been chosen partly by the Council of State and partly nominated from the central legislature by the Viceroy and was expected to accompany the Commission through the provinces.

Sir John Simon mentioned that about 500 memoranda had been received by the Commission from all sorts of bodies in India and elsewhere giving their views on the existing Indian constitution.

Sir John Simon stressed the point that the greatest unanimity existed within the Commission.—Reuter.

Britain's Responsibility

A British official wireless report states:—

The Statutory Commission on Indian reform is due to leave London on Thursday for a tour of India. The tour, during which evidence will be taken by the Commission at various centres, will last seven months, and Sir John Simon, head of the Commission, was to-day entertained at a farewell luncheon in London under the chairmanship of the Marquis of Reading, late Viceroy.

Sir John Simon said the British Parliament had immense responsibility to the peoples of India and it seemed to the Commission that they could best act as interpreters to the British Parliament of Indian needs and aspirations if these were associated with them in their enquiry in every province. An Indian committee, elected by the Provincial Legislature, would act as their colleagues and assist in their investigations. It was a deep satisfaction to know that this plan had been generally approved. Eight out of nine provinces had resolved to adopt it and the ninth had not yet finally decided. In more than one case the Provincial Council, which at first had resolved not to co-operate had reversed its first decision and had appointed its committee. Sir John Simon added: "Our duty is not to enact or decide but to bring home to the British people the realities of the Indian problem and to act as interpreters to the British Parliament of the wishes and aspirations of the peoples of India. This Indian question, in the years now coming, is likely to become the greatest of all cases in which you have to reconcile authority with freedom. Let us never forget that while Britain has conferred on India blessings of order and settled government, a sense of unity and an experience of disinterested administration it has also roused in the leaders of the Indian desire for constitutional development and a belief in the virtues of self-government, which are the inevitable consequences of western education and of Parliamentary experience. No Briton should complain if Indians should be eager to apply the lesson which our Imperial history has taught. British people have to lend their aid as sympathisers and as friends in what is perhaps the greatest external question laid upon the statesmanship of to-day—the tremendous weaving together of the warp and woof of the East and West.

come through yet. Miss Watkins is in Chiuping.

H.M.S. "Seamew," under Lt.-Comdr. A. L. Poland, D.S.C., arrived in port on Sept. 23, and is actively engaged in securing Miss Tobin's release.—An occasional correspondent.

A force was also sent from Wuchow with similar instructions.

A later telegram from Chiuping stated that the whole countryside had been roused and that the villagers were joining the soldiers in the hunt.

No further word concerning the whereabouts of Miss Tobin has come through yet.

Miss Watkins is in Chiuping.

H.M.S. "Seamew," under Lt.-Comdr. A. L. Poland, D.S.C., arrived in port on Sept. 23, and is actively engaged in securing Miss Tobin's release.—An occasional correspondent.

(Continued on Page 6.)

PRICE \$15.00

Hong Kong, 25th Sept., 1928.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
 No. 1 for Kidney Catarrh, No. 2 for Blood &
 Skin Diseases, No. 3 for Chronic Weaknesses
 SOLD BY LEADING CHEMISTS, PHARM IN VIOUEN, 10,
 DE LA CHATELAIN, CO. MARSEILLE
 SEE TRADE MARKED WITH THERAPION, IN A
 BLUE GOTT, STAMP AFFIXED TO CERTAIN PACKETS

Dr. Arthur F. Woolsey, East Rose N. J., dentist, who told the police slew his wife and two children in a of jealousy and later kept a watch the bodies for hours.

8 a.m. to 7 p.m. on weeks days.
12 noon to 6 p.m. on Sundays.

icts during August, 1921... Full 58.05 August 31, 1920, 58.05

Car Park Tickets: \$1 for 1 night, \$1.50 for 2 nights, \$2 for 3 nights, FROM THE Y.M.C.A. CITY HALL.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$83, via San Francisco.
\$340, \$342, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SIBERIA MARU (Calls Los Angeles) Tuesday, 2nd October.
TAIYO MARU (Calls Nagasaki) Tuesday, 16th October.
TENYO MARU Tuesday, 30th October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

FUSHIMI MARU Saturday, 6th October.
HAKOZAKI MARU Saturday, 20th October.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 24th October.
MISHIMA MARU (Calls Zamboanga) Wednesday, 21st November.

BOMBAY via Singapore, Penang, & Colombo.
NAGATO MARU (omit Penang) Thursday, 27th September.
AWA MARU Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

BOKUYO MARU Saturday, 29th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KANAGAWA MARU Tuesday, 9th October.

NEW YORK & BOSTON via PANAMA.
TOBA MARU Sunday, 21st October.

LIVERPOOL via Port Said, Geneva, Marseilles.
LIMA MARU (Calls Glasgow) Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.
RANGON MARU Sunday, 30th September.

GENOA MARU Monday, 8th October.
NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU Friday, 19th October.

SHANGHAI, KOBE & YOKOHAMA.
TAMBA MARU (Kobe direct) Friday, 23rd September.

MALACCA MARU (Calls Koolung)
(omit Shanghai) Sunday, 30th September.

TOYOOKA MARU Monday, 1st October.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.

ALASKA MARU Thursday, 11th October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,
Colombo, Durban & Cape Town.

HAWAII MARU Saturday, 23rd September.
LAPLATA MARU Friday, 26th October.

BOMBAY—via Singapore & Colombo.
SHUNKO MARU (Calls at Karachi) Thursday, 4th October.

BORNEO MARU Friday, 19th October.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—via Singapore & Colombo.

CHICAGO MARU Friday, 28th September.
CALCUTTA—via Singapore, Penang and Rangoon.

SEATTLE MARU Thursday, 25th October.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and
Japan ports.

ALABAMA MARU (from Kobe) Sunday, 7th October.
MELBOURNE—via Manila, Brisbane & Sydney.

BURMA MARU Monday, 8th October.
HAIIPHONG—via Hanoi & Pakhoi.

NEW YORK—via Japan ports, San Francisco & Panama.
JAPAN PORTS.

ANDES MARU Saturday, 8th October.
KASADO MARU Wednesday, 10th October.

KEELUNG—via SWATOW & AMOY.
KISHU MARU Sunday, 30th Sept. Noon.

HOZAN MARU Sunday, 7th October, noon.
TAKAO—via SWATOW & AMOY.

DELI MARU Thursday, 4th Oct. Noon.
TAKAO & KEELUNG.

SOURABAYA MARU Wednesday, 17th October.
For further particulars please apply to—OSAKA SHOSEN KAISHA.
74, Central No. 4038, 4039, 4040. M. TAKEUCHI, Manager.

American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the
fullest protection against the loss or theft of their travel
funds. They are spendable and acceptable everywhere.
For more than 36 years travellers the world over have
found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and
£5 and £10 denominations—bound in a small
handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and
itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO., INC.

4, DES VOEUX ROAD CENTRAL,
Hong Kong.



SHIPPING SECTION.

SHANGHAI'S PILOTS

DEMAND FOR ADMISSION OF CHINESE MEMBERS

NECESSARY QUALIFICATIONS

The difficulties between the Chinese and the Shanghai Licensed Pilots Association and, to a lesser degree, the Pilots Association, Woosung Ltd., may shortly disappear or come to a head. It is understood. The negotiations which have been in progress over these difficulties are still completely shrouded in mystery, made even more obscure by the attitude of officials in touch with both sides in refusing to say anything at all about them. From a previous statement attributed to the Shanghai Licensed Pilots Association, however, we gather that part of the trouble has been due, so far as that Association is concerned, to Chinese using an axe against an open door. There is nothing to prevent Chinese from becoming members of the Association, provided they possess the necessary qualifications—qualifications which are required from all members of whatever nationality.

What the Rules Say

According to the rules of Chinese Pilotage Service "the subjects, citizens, or proteges of Treaty Powers shall, equally with natives of China, and without distinction of nationality, be eligible for appointment (as pilots), when vacancies occur, by the board of appointment, etc." The Board of Appointment consists of "the Harbour Master as president, the (or a) senior pilot, and two persons whose names shall be drawn by lot, by the Harbour Master, from a list prepared and published by the Harbour Master in consultation with the consuls and the Chamber of Commerce."

Furthermore, there is a regulation concerning filling vacancies among Shanghai pilots which reads as follows:—"When a vacancy among the pilots occurs a competitive examination will be held by the Board of Appointment and the vacancy filled."

The One Condition

From all appearances there is nothing here to prevent any qualified person entering for this competitive examination and becoming a licensed pilot, whether he is foreign or Chinese. There is this point, however, which stands in the way of a number who would like to become licensed pilots—the fact that very high qualifications are demanded. And the Shanghai Licensed Pilots Association demand certain approved certificates of competency which must be possessed by pilots before they can become members of the association.

The Licensed Pilots Association is a body organized by the pilots themselves, with duties and powers defined in a charter granted by the Pilotage Authority. These duties are supplying vessels, inward and outward, with pilots, and "obtaining and maintaining the plant necessary for this purpose;" training apprentice pilots; and promoting discipline and a high standard of conduct amongst members of the Association. For the purpose of "obtaining and maintaining the plant necessary" there is a limited company known as the Shanghai Pilot Boat Co., Ltd., in which members of the association hold all the shares. A large sum of money is required from every pilot joining the Association as a result, it is understood.

Regarding the appointment of pilots there are other stipulations. The membership of the Association is limited to 40 at the maximum and

35 at the minimum. There are two or three apprentice pilots indentured to the Association and there is a clause in the regulations permitting apprentices to the total number of three to be appointed by the Harbour Master, should there be any suspicion of national discrimination by the Association's committee in choosing them. The total number of apprentices indentured to the Association must never exceed three, however.

High Qualifications

Before a foreigner can be accepted as an apprentice he must possess a Master's Certificate of Competency or other equivalent document, have served in the position of Master for at least one year, and be able to produce a certificate of physical fitness signed by some approved medical board.

Illustrating the high qualifications which are thus required, we may quote some of the conditions needed in order to possess a British Board of Trade Master's Certificate. A candidate for such a certificate must be over 21 years of age, and have served at least six years at sea in a foreign-going ship or the equivalent, nine years in Home trade ships, which period must include one year in a capacity of not lower than Only Mate of a foreign-going ship, one year as second mate or two years as third mate. It must be remembered that for a Second Mate's certificate a candidate must be over 18 years old and have served four years at sea in foreign-going ships, or six years in Home trade ships. Totalling up the service required, aside entirely from the examinations the candidate has to pass, it will be seen that it is no easy matter to become qualified so that one satisfies the requirements of the Pilots' Association.

No Shipping Laws in China

The fact, so far as Chinese are concerned, is that few, if any of them, possess qualifications coming anywhere near to this standard. China has no shipping laws and while certificates of competency are obtainable, it is learned, foreigners and foreign firms, who have to entrust ocean-going vessels to pilots while coming up one of the trickiest entrances to any port in the world, that to Shanghai, are inclined to be sceptical over certificates about which they know little and whose merits, so far as they are concerned, are not to be compared with the old and tried standards required in foreign countries.

Official of the Shanghai Pilots Association remained dumb on this point when it was put to them, but from other sources it was learned that consideration for the body's reputation, which is as high as any piloting body's in the world, naturally weighs a great deal with them. Is it reasonable for them to be called upon to risk the status of their own body by admitting persons over whose certificates there may be a shadow of doubt? And is it likely that shipping firms will have the confidence in the Association they now have, if they know that persons of whose reliability they are in doubt, may be deputed to bring great ships worth fabulous sums up the river?

What is the nature of the proposals made to the Association by the Chinese is apparently one of those things which, like certain cabalistic phrases, must not be made known. It is understood, however, that an opening is sought by Chinese for several naval commanders of experience, to break into the local piloting field. What will be the outcome?

Recollections of the Hwah Jah Since in this report we have harped rather insistently upon the lack of confidence felt where native masters are concerned, it may not be out of place to recall the farcical incident of the Hwah Jah, some years ago, when a real attempt was made to train Chinese apprentices according to the mercantile code of the West. Sixty cadets were shipped with foreign officers in the vessel to learn the business of seamanship. Cadets deserted at different ports, showed no sense of discipline, refused to work—saying that they were officers—and some of the officers actually received threatening letters from friends of the cadets, stating what would be done to them if they continued to "oppress" the learners. These recollections came with bitterness from one who had had personal experience. The whole venture was a "wash out."

The position regarding the Pilots Association, Woosung-Hankow Ltd. differs from the local one considerably, but the naïveté of some of the proposals submitted to this body may be quoted as illustrating pretty well one aspect of the Chinese attitude to the whole question of natives and piloting.

Farcical Proposals So far as could be gathered, there are three bodies of Chinese pilots, each anxious to get into the bigger trade, now in the hands of the Association; that are the Hankow, Ningpo, and Cantonese pilots, and

from all accounts they are keen rivals. One of these associations approached the foreign Association with a suggestion that the foreign Association be abolished and in its place an association of all Yangtze pilots be inaugurated, composed of 35 Chinese, 25 European, and 20 Japanese pilots; that pilotage be compulsory for all vessels; and that the Chinese qualification be five years or more as pilot on a river steamer of over 2,000 gross tonnage.

In the Pilots Association, Woosung-Hankow, one must possess a Mate's Certificate of Competency or its equivalent before one may become even an apprentice pilot. And something of what this means from the point of view of the British mercantile officer has been already shown in connection with the certificates required before application to the Shanghai Pilots Association. —"N.C.D. News."

COLLISIONS

Arriving from Shanghai yesterday, the s.s. "Chenan," of the China Merchant's S. N. Co., reported that when leaving that port on Sept. 20, she collided with the s.s. "Kwang Lee," of the same company, causing damage above the water line on the starboard side.

While on the way down from Canton on Monday, the s.s. "Kai-ping," of the Kailan Mining Administration, it was reported, collided with the s.s. "Raymond Poincare" off High Island.

MOVEMENTS OF STEAMERS

The E. & A. s.s. "St. Albans" left Moji for this port on Friday p.m., and was due here this morning. The P. & O. s.s. "Kashgar" left Shanghai for this port yesterday at 4 p.m. with the Mails, and is due here on Sept. 28 at about 6 a.m.

The P. & O. s.s. "Lahore" left Singapore for this port on September 24 at 4 p.m. with the Mails, and is due here on Sept. 28 at about 4 p.m.

The B.I. s.s. "Talma" left Singapore for this port on Sept. 24 p.m., and is due here on Sept. 29 a.m.

The s.s. "Benares" (Swedish East Asiatic Co., Ltd.) left Southampton on August 28, and is due here on or about October 8.

The P. & O. s.s. "Khiva" left Singapore for this port on September 23 at 5 p.m. with the outward English Mails, and is due here on Sept. 28 at about 6 a.m.

The C.P.S. R.M.S. "Empress of Asia" from Hong Kong on Sept. 12, left Yokohama on September 20 at 4 p.m. and is due at Vancouver on September 29.

The C.P.S. R.M.S. "Empress of Canada" (from Manila) is due here on Sept. 30 at 9 a.m., and will berth at Pier No. 5, Kowloon Wharf.

CONSIGNEES' NOTICES

Consignees of Cargo ex M.V. "Asia" are reminded to take delivery of their goods which will be subject to rent after Sept. 28.

Consignees of Cargo ex M.V. "Toledo" are reminded to take delivery of their goods which will be subject to rent after Sept. 30.

Consignees of Cargo ex s.s. "City of Lincoln" are reminded to take delivery of their goods which will be subject to rent after Oct. 1.

Consignees of Cargo ex s.s. "Benavon" are reminded to take delivery of their goods which will be subject to rent after Oct. 8.

CANADIAN PACIFIC

HOME FOR THE HOLIDAYS

Direct Sailing to Europe via
SINGAPORE—COLOMBO—BOMBAY
BY THE PALATIAL AND LUXURIOUS STEAMER.

"EMPRESS OF CANADA"

THE BLUE RIBBON SHIP OF THE PACIFIC.

This oil burning steamer is the most modern type of floating hotel, with luxuriously appointed saloons and extensive promenade decks. The "Empress of Canada" has a white tiled swimming bath thirty feet long, eighteen feet wide, with a maximum depth of eight feet. With convenient dressing rooms and shower baths, and a large gymnasium adjoining it, there is found everything one could desire in an up-to-date athletic club.

SCHEDULE

| Leave Hong Kong | Nov. 28 | Arrive Singapore | Dec. 2 |
|-----------------|---------|------------------|--------|
| "Singapore" | Dec. 2 | Colombo | 6 |
| "Colombo" | 6 | Bombay | 9 |
| "Bombay" | 9 | Plymouth | 24 |

BOOKING NOW OPEN

HONG KONG—MANILA SERVICE.

| Leave Hong Kong | Arrive Manila | Leave Manila | Arrive Hong Kong |
|-----------------|---------------|--------------|------------------|
| Oct. 10 | Oct. 18 | Oct. 19 | Oct. 21 |
| Oct. 30 | Nov. 1 | Nov. 2 | Nov. 4 |

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.762 Cables: "GACANPAC."

Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

BRITISH WUCHOW LINE

SAILINGS FOR SEPT. & OCT., 1928 (subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2.00 p.m.

S.S. "TAI HING" S.S. "TAI MING"

[1,068 tons—Capt. O. B. Wilks.] [649 tons—Capt. G. J. Spink.]

FRI. 28th SEPTEMBER. WED. 28th SEPTEMBER.

WED. 3rd OCT. FRI. 19th OCT. MON. 1st OCT.

MON. 8th OCT. WED. 24th OCT. SUN. 7th OCT.

SUN. 14th OCT. MON. 29th OCT. FRI. 12th OCT.

Regular Service of Fast High Class River Steamers Having Good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Samshui, Shiching, Takshing & Dosing) and return to Hong Kong (via same Ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Hoi On Wharf.

For information apply to—KWONG WING Co., Ltd.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

87, Connaught Road West, Phone: Central 893.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S. S. | Tons | From Hong Kong About | Destination |
|-------------|--------|----------------------------|-------------------------------------|
| *KASHGAR | 9,005 | 20th Sept. | Marseilles, London, Antwerp & Hull. |
| MOREA | 10,953 | 13th Oct. | Marseilles & London. |
| *RHIVA | 9,135 | 27th Oct. | Marseilles, London & Hull. |
| *MIRZAPORE | 6,715 | 1st Nov. | Straits & Bombay. |
| *KIDDERPORE | 5,334 | 10th Nov. | Straits, Bombay & Karachi. |
| MACEDONIA | 11,120 | 10th Nov. | Bombay, Marseilles & London. |

*Cargo only. *Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Pireus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| | | | |
|---------|--------|-----------|-------------------------------|
| TAKADA | 6,840 | 2nd Oct. | Singapore, Penang & Calcutta. |
| TALAMBA | 8,018 | 13th Oct. | Singapore, Penang & Calcutta. |
| TALMA | 10,000 | 27th Oct. | Singapore, Penang & Calcutta. |

B.I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

| | | | |
|-------------|-------|------------|------------------------------------|
| *ST. ALBANS | 4,500 | 23rd Sept. | Manila, Port Holland, Sandakan. |
| ARAFURA | 6,956 | 30th Sept. | Thursday Island, Townsville, Bris- |
| TANDA | 6,000 | 2nd Nov. | band, Sydney & Melbourne. |
| ST. ALBANS | 4,500 | 25th Dec. | |

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hiofo, Cebu,
Kobumagan, Tawao, Timor, Darwin, or other ports en route as indicated
offers.

Frequent connections from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|-----------|--------|------------|-------------------------------|
| KHIVA | 9,135 | 29th Sept. | Shanghai, Kobe & Yokohama. |
| *LAHORE | 5,252 | 2nd Oct. | Shanghai, Kobe & Yokohama. |
| TALMA | 10,000 | Daylight | Amoy, Maji, Kobe & Osaka. |
| ARAFURA | 6,000 | 10th Oct. | Maji, Kobe, Osaka & Yokohama. |
| MACEDONIA | 11,120 | 12th Oct. | Shanghai, Kobe & Yokohama. |

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.
For further information, Passages Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG.

Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

| | | |
|---------------------------|----------------|-----------|
| S.S. "CITY OF WELLINGTON" | Via Suez Canal | 5th Oct. |
| S.S. "CITY OF RHODOS" | Via Suez Canal | 12th Oct. |
| S.S. "CITY OF RHODOS" | Via Suez Canal | 26th Oct. |
| S.S. "PYRRHUS" | Via Suez Canal | 16th Nov. |
| S.S. "CITY OF PERTH" | Via Suez Canal | 30th Nov. |

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON, STRAITS
AND PHILIPPINES

THE Steamship

"BENAVON"

CONSIGNEES of Cargo are
hereby informed that all Goods are
being landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves
delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after the 3rd October, 1928, will
be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 17th Octo-
ber, 1928, or they will not be re-
cognised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
2nd October, 1928, at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byGIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 26th Sept., 1928.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE.

From U.S.A. & Marseilles.

THE Steamship

"CITY OF LINCOLN"

Having arrived, Consignees of
Cargo by her are informed that
all Goods are being landed at
their risk into the hazardous and/
or extra-hazardous Godowns of
Holt's Wharf, whence delivery may
be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after 1st October, 1928, will
be subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 8th October,
1928, or they will not be recog-
nised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon
within the Free Storage period of
One Week.

No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byTHE BANK LINE, LTD.,
General Agents.

Hong Kong, 25th September, 1928.

NOTICE TO CONSIGNEES.

M.V. "TOLEDO"

From NEW YORK &
NEWPORT NEWS.CONSIGNEES of Cargo are here-
by informed that all Goods are
being landed at their risk into
the Godowns of the Hongkong and
Kowloon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary be
given before 24th instant.

No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undelivered
after the 30th instant will be
subject to rent.

All claims against the vessel
must be presented to the Under-
signed on or before the 3rd prox.
or they will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
29th inst. at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byDODWELL & CO., LTD.,
Agents.

Hong Kong, 24th Sept., 1928.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK.

The following unclaimed tele-
grams are lying at the office of the
Great Northern Telegraph Com-
pany (Limited) of Denmark:-

Mr. Foo Pen-chen, Kowloon Tai,
from steamship "Kailgar."

Delfo Gummy from Shanghai.

Mrs. Ohtsuka, Francis Hotel, from
Shanghai.Miyakita, "Hakusan" Maru,
from Osaka.Mikayama, Nippon Yusen Kaisha,
from Osaka.

Frisvalle, from Tokyo.

E. V. TESSEY, Superintendant.

Hong Kong, 20th Sept., 1928.

INDO-CHINA

STEAM NAVIGATION CO. LTD

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailing |
|---------------------------|-------------|------------------------------|
| Tian via S'ow & S'hai | YATSHING | Sun., 30th Sept. at Noon |
| Tian via S'ow & S'hai | KWONGSANG | Wed., 3rd Oct. at 7 a.m. |
| Tian via S'ow & S'hai | HOPSANG | Sun., 7th Oct. at Noon |
| Osaka via Amoy, Shanghai, | | |
| Maji & Kobe | NAMSANG | Thurs., 11th Oct. at 7 a.m. |
| Canton | KWONGSANG | Thurs., 27th Sept. at 5 a.m. |
| Singapore | FOOSANG | Fri., 5th Oct. at 3 p.m. |
| Straits & Calcutta | HOSANG | Fri., 12th Oct. at 3 p.m. |
| Tientsin | OHEONGSHING | Sat., 29th Sept. at 5 p.m. |
| Sandakan | HINSANG | Thurs., 27th Sept. at 3 p.m. |

For Freight and Passage apply to:-

JARDINE, MATHESON & CO., LTD.,

Telephone Central 215.

General Managers.

THE ORIENTAL SHIP-SUPPLY CO.

15, Connaught Road Central, 1st Floor.

Agents for the CONSIGNMENT, CHARTERING, BUYING & SELL-
ING OF SHIPS. Will furnish BUNKER COALS, STORES,
CHANDLERY, FRESH WATER, ICE, LAUNDRY, etc., to shipping
in the HARBOUR.

We are also agents for the sale of the following commodities:-
DRY SALT HERRING American pack of 1928. Limited quantity
in barrels of CHOICE ATLANTIC COAST SQUID. DE-
HYDRATED CALIFORNIA BABY SHRIMP. SUN-DRIED
LOUISIANA MEDIUM and BABY SHRIMP. A small shipment
of CALIFORNIA COAST ABALONE, No. 1, 2 and 3 grades.
CALIFORNIA CANNED MACKEREL and SARDINES of excellent
pack. PUGET SOUND & ALASKA CANNED SALMON. FLOUR,
CLUB STRAIGHT. POWDERED MILK in Cases & Barrels.
Guaranteed 1st Class.

HONEY BUNCH BRAND CHOICE and FANCY RAISINS & all
kinds of CITRUS and FRESH FRUITS in season.

QUALITY GUARANTEED—YOUR PATRONAGE SOLICITED.

Cable Address: Codes: A.B.C. 5th & 6th. Tel. C. 3101.
"ORSHIPSUCO" Bentleys and ACME. K. 1146.

PASSENGER LISTS

ARRIVALS

Passengers arrived by the s.s.
"St. Albans" from Australia to-day

were:-
Mr. and Mrs. J. Hill, Miss Q. V.
Hill, Mrs. A. F. Hunter, Mrs. R. M.
Clark, Miss M. E. Swales, Mrs. E. M.
Mulligan, Miss E. M. Mulligan, Mr.
Russell Burton, Mrs. L. R. Kennon,
Miss L. R. Kennon, Miss A. C.
Beattie, Miss C. Beer, Mrs. E. N.
Barnard, Miss M. A. Burnet.

Passengers arrived by the s.s.
"Siberia Maru" from Los Angeles

and Way Ports on Sept. 24 were:-

Mr. John F. Miller, Mr. and
Mrs. Chas. F. Jeyes, Mr. and Mrs.
Wm. H. Schallig, Miss Hazel
Forrester, Mr. and Mrs. M. T.
Rankin, Miss P. L. P. Pepperell,
Mr. and Mrs. J. Kurosawa, Miss R.
Kurosawa, Miss N. Kurosawa, Miss
Y. Kurosawa, Miss Y. Kurosawa,
Miss E. V. Mannings, Mrs. Z. D.
Rapp, Miss G. L. Rapp, Jr., Miss
E. L. C. Volstedt, Miss Helen A.
Sanders, Miss M. E. Munro, Mrs.
J. F. Grose, Miss Margaret Grose,
Mrs. A. M. Robert, Mr. and Mrs. F. C.
Cheung, Mr. and Mrs. Felipe Conje,
Mrs. Petrosina Wantz, Miss Carline
Wantz, Mrs. A. D. Hancock, Mr. S.
Ito, Miss N. Yedo, Mr. S. Sugiyama,
Mr. and Mrs. F. Benstead, Miss M.
Benstead, Mr. T. Matsumoto, Mr.
R. Nakatsuji, Mr. A. J. Smith,
Mstr. Lewis Walter.

DEPARTURES

Passengers left by the "Empress
of Canada" for Manila yesterday

were:-
Mr. J. Adams, Mr. M. B. Alcantara,
Mr. N. B. Bach, Mr. and Mrs. H.
Bagamal, Mrs. W. O. Bailey, Slater
Beaudoin, Mr. W. R. Bourne, Mr. D. G.
Beebe, Mr. J. V. Conzalez, Mr. and
Mrs. F. Conje, Mr. and Mrs. U. Contini,
Mme. Chaillet, Mr. C. Cruz, Mrs. H. F.
Carter, Mr. A. Carpi, Mr. L. S. Cum-
mings, Mr. D. Dhannal, Mrs. E. K.
Dobrovol'skaya, Mr. Pedro Esiao, Mrs.
E. M. Eller, Mr. E. Evenson, Mr. M. I.
Felizardo, Mr. J. B. Findlay, Mrs. J. I.
Fowler, Mr. and Mrs. S. Feldstein, Mr. N.
Guglielini, Mr. P. Gustamoff, Mrs. M.
M. Hamill, Mrs. E. G. Hagen, Mrs. M.
R. Heller, Mrs. H. R. Hooper, Mrs. J.
W. Haines, Mr. O. Hugo, Mrs. D. M.
Hitchcock, Mr. Jean Incause, Miss H. B.
Knowles, Mr. and Mrs. W. G. Kihner, Mr.
S. Leikhray, Mrs. Maria G. de Leuterio,
Mr. F. X. Marlan, Mr. W. Murphy, Mr.
G. Morris, Dr. P. S. Mendora, Mrs. E. N.
Meabins, Miss O. P. Mangell, Miss A. Neale,
Mr. U. Nuguid, Capt. and Mrs. Newman,
Col. and Mrs. C. H. Nance, Miss Grace,
Mr. and Mrs. L. O. Ocampo, Mr. S. O'hara,
Mrs. K. de Pole, Mr. and Mrs. J. H. Pardo,
Mr. J. M. Rato, Mr. G. Ring-Lensky,
Miss Rasmussen, Mrs. T. Soluke, Miss M. D.
Stith, Mr. F. Saito, Mrs. B. Saito, Mr. and Mrs.
R. E. Saks, Mr. S. Telcomai, Mr. A. Taka-
fuku, Miss B. Wada, Mr. C. Whalen.

CONSIGNEES.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE Motor Vessel

"ASIA"

having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or
extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Co., Ltd., where delivery
can be obtained as soon as the goods
are landed.

No claims will be admitted after
the goods have left the Godowns,
and all goods remaining undelivered
after the 28th September, 1928,
at 4 p.m. will be subject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Ashe on the
28th September, 1928, at 10 a.m.

All claims against the vessel
must be presented to the Under-
signed before the 1st October,
1928, or they will not be recognised.

No Fire Insurance will be
effected.Bills of Lading will be counter-
signed byJOHN MANNERS & CO., LTD.,
Agents.

Hong Kong, 22nd Sept., 1928.

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Cleveland Oct. 9th.
Pres. Pierce Oct. 23rd.
Pres. Taft Nov. 6th.
Pres. Jefferson Nov. 20th.

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Lincoln Oct. 2nd, at 10 a.m.
Pres. Madison Oct. 16th.
Pres. Jackson Oct. 30th.
Pres. McKinley Nov. 13th.

\$120, \$112 Special through rates to Europe via United States.
Direct connections with all Atlantic lines. Choice of
rail lines across United States and Canada, liberal stop-over privileges for
sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,
Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayen Oct. 7th 8 a.m.
Pres. Ford Oct. 21st 8 a.m.
Pres. Adams Nov. 4th 8 a.m.
Pres. Garfield Nov. 18th 8 a.m.
Pres. Taft Oct. 27th 6 p.m.
Pres. McKinley Nov. 6th 6 p.m.
Pres. Monroe Dec. 16th 8 a.m.

To Manila

Pres. Cleveland Sept. 29th 6 p.m.
Pres. Madison Oct. 9th 6 p.m.
Pres. Pierce Oct. 13th 6 p.m.
Pres. Jackson Oct. 23rd 6 p.m.
Pres. Taft Oct. 27th 6 p.m.
Pres. McKinley Nov. 6th 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 705
Cable Address "Dollar."

CANTON BRANCH—No. 4, Sha Kuo Street.

American Mail Line

and

Dollar Steamship Line

SAND-LIME BRICKS.

Best machine made bricks
Highest tests and uniform qualities.
For Economy, Quality, Beauty, Durability and
Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,

CHING IU NAM

Factory—Canton. Hong Kong Office,
148, Queen's Road, West, 1st Floor.
Telephone No. C. 3882.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two shipways and can
accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. Central No. 459.

Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 1.

Estimates furnished on application.

Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A.I. A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins.

DOCK OWNERS, SHIP BUILDERS, MARINE and LAND ENGINEERS, BOILER

MAKERS, IRON, STEEL and BRASS FOUNDERS, FORGE MASTERS,

ELECTRICIANS.



Single Screw Steel Passenger and Cargo Motor Vessel, "P. ABONITZ,"

132' 0" H.P. x 27' 0" M.D. x 11' 2" M.D. Built to the order of Messrs.

Absbe Inc. Cebu, for Philippine Inter-Island Service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hong Kong.

For Picnics, Tennis Parties, etc., etc.

FORMAZONE
the non-alcoholic
CHAMPAGNE

ORANGE SQUASH
made from
CALIFORNIAN ORANGES.

LIME SQUASH
made from
MONTERRAT LIMES.

DRY GINGER ALE
delightful aroma and rich flavor.

A. S. WATSON & CO., LTD.
Aerated Water Manufacturers.
Phone C. 436.

Sze Sun & Co.

PRESERVED GINGER & FRUIT MANUFACTURERS

Office: 81 Des Voeux Road, 2nd Floor, Telephone No. 65117
Factory: Tung Lo Pak, Kowloon, Telephone No. 1341

AT PRESENT, OUTDOOR WORK ONLY

K. FUJIYAMA
PHOTOGRAPHER.

NIGHT PHOTOGRAPHY AND ENLARGEMENTS A SPECIALITY. ENLARGEMENTS CAN BE MADE FROM ANY PHOTOGRAPH. NEW, OLD OR FADED.

WEDDINGS AND GROUPS A FEATURE.

SPECIAL ATTENTION GIVEN TO DEVELOPING, PRINTING AND ENLARGING AMATEURS' PHOTOGRAPHS AT A VERY MODERATE CHARGE.

PROMPT DELIVERY GUARANTEED.

I can give you as good results as any Photographer in the City and better than 95% of them.

TEMPORARY OFFICE:
3rd FLOOR, 117, PRAYA EAST, HONG KONG.

"King George IV"
Old Scotch Whisky


All 'round the world it's
"King George IV."
for Quality

THE DISTILLERS AGENCY LIMITED
EDINBURGH SCOTLAND

Sole Agents—
GANDE, PRICE & CO., LTD.
St. George's Building, Ice House Street.
Tel. Central 135.

WHITEAWAYS
OUR NEW "STANDARD VALUE."

THE "STYLEX"
SOFT FELT HAT



FUR FINISH SOFT FELT HATS, "THE STYLEX" WITH THE POPULAR CUT EDGE, SNAP-BRIM, THE SHAPE AS NOW WORN, FITTED WITH NON STAIN HEAD-BAND, SPECIAL LINING WITH GREASE PROOF PAD, HIGHLY FINISHED IN EVERY WAY. NEWEST SHADES OF GREYS, FAWNS, AND DARK BROWN.

ALL SIZES AVAILABLE.

PRICE \$6.50 EACH.

MEN'S OUTFITTING DEPARTMENT.
WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail.
(Every evening except Sunday. Annual subscription, including postage abroad, H.K. \$80, payable in advance. Local delivery free.)

Overland China Mail.
(The weekly edition of the "China Mail." Annual subscription, H.K. \$18 including postage \$15, payable in advance.)

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers
No. 3A, WYNDHAM STREET, HONG KONG.

TELEPHONES:
Office Central 22.
Editorial Central 441.
Cable Address:—Mail, Hongkong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—The Far Eastern Advertising Agency (London) Ltd., 36-38, Southampton Street, Strand, W.C.2.

Hong Kong, Wednesday, Sept. 26, 1928.

LOVE OF COMPROMISE

On the face of things, China's war is over but the time for shouting at the advent of peace is not yet. Hostilities have ceased in North China; the danger, however, remains. "All the world loves a lover," a saying goes but, we think, China, with her quarter of the world's people, loves a compromise. In spite of signs of encouragement, in spite of very sensible action by members of the Government at Nanking, we say bluntly that we are disappointed at this, not entirely unexpected, turn in the war to end war in China. To make our view clear, we will analyse the position. The Nationalist Army, led by General Pei Chung-hsi, is marching home. The Manchurians, having definitely fought for the Nationalists, are now good friends. The Northerners, under General Chang Tsung-chang, however, are to be allowed to remain in a small area which will serve as a buffer state between China Proper and Manchuria.

If strife is over, why should the Northerners be permitted to retain their arms? If there is that security which warrants the Nationalist Expedition turning right about face, why is a buffer state needed? In spite of the flaunting of the "New China," the change in the country has only been superficial. The old conception remains of not being interested in displaying course—where alternatives will serve to achieve the same means. Continual fighting and civil war since 1912 have been due, partly, to the fact that the Chinese have not made up their minds to become what Mr. R. O. Hall calls "one-way men." The Chinese have

been too ready to make peace where peace is impossible; they prefer harmony to ruthlessness; they will not as a rule fight to a finish. And fighting, therefore, keeps breaking out.

In the confines of this article, it is not wise to attempt a discourse on the psychology, mind-temper, conception—call it what you will—of the Chinese race. But it is our duty to utter a warning to the Nationalist Government at the foolishness of trying to co-operate, even in the hope of avoiding further bloodshed, with the Northern Generals whose ideas are so remotely removed from those of Nanking. As we have stated, this love of peace (in not fighting to a finish) causes fighting to keep breaking out. Take, as an example, General Liu Tsun-wan (spelt Liu Tsun-wan in the North). He held Swatow for the old Kwangsi "feudal" faction. He was ousted by the late Dr. Sun Yat-sen's Nationalists. Then he fought for the Cantonese Nationalists who opposed Dr. Sun's followers. After being defeated, he led a small following up North and joined the Northerners. When the Nationalists entered Shantung, he surrendered to them. After the Tsinan Incident, he surreptitiously hoisted the Northern flag again. When the Northerners launched their forlorn hope at Chefoo, he was still pro-North. When it suited his purpose, he turned Nationalist and expelled the Northerners from Chefoo. Now he is Nationalist once more—because he has got what he wanted, which is, some territory to batten upon, just as in the old days. And he is the kind of "enemy" that the Nationalists are shaking hands with prior to celebrating their incomplete victory.

The Shipping Strike.

The very serious shipping strike in Australia that has been playing havoc—or threatening to play havoc—with the country's shipping during the past few weeks, is a peculiarly flagrant indication of the tyranny that trade unionists are apt to wield when they are so inclined. That workmen should organise unions for legitimate protective purposes is no fair-minded person will deny; but it is a very different matter when such unions are used for objects entirely different—for objects that are much more tyrannous than those that caused unions to be instituted. This Australian strike is made much worse by the fact that the unions refused to abide by the decision of the Arbitration Court. They thus constituted themselves the judges of the dispute, and made it clearer than before that they were levers more of might than of

right. Evidently they had no scruples in holding up the 800,000 tons of shipping that were in the various Australian ports, and in doing so they must have been well aware that not only were they doing much harm in many respects but they were actually jeopardising the food supply of the whole country. Evidently they thought, they held the "whip hand" and that their policy, vile as it was, could not fail. They miscalculated grievously in two essentials, namely, in the condemnation of public opinion, which soon brought volunteer workers to the support of the employers; they also failed to realise that the masters refused to be tyrannised. The lesson of this deplorable strike obviously is that even highly organised unions must not put might over right. It is an offence against sound morality, and must not be tolerated under any circumstances.

The Tramway Co. announce that the Special Quarry Bay-Western Market cars will be withdrawn for the season as from Sept. 30.

Mr. Victor Farmer, son of Mr. and Mrs. W. Farmer, arrived by the "President Lincoln" yesterday from Shanghai for a short holiday. He was accompanied by his wife and family.

The Assistant Commissioner of the St. John Ambulance Brigade begs to acknowledge with thanks the receipt of the following donation to Brigade Funds:—Mercantile Bank of India, \$100.

Yesterday's return of notifiable disease in the Colony, according to reports to the Medical Officer of Health, comprised two cases of Enteric fever (typhoid), both Chinese, from the city and Kowloon.

An Alsatian dog belonging to Mr. F. J. de Rome, of No. 4, Causeway Hill, was yesterday removed to Kennedy Town for observation after it had bitten Fong Tan-loi, a Post Office messenger. Fong received treatment at the Government Civil Hospital.

A fine of \$2,500 or six months' hard labour was this morning passed by Mr. R. E. Lindsell on a Chinese charged with the unlawful possession, on the Wai On wharf, of 55 tins of prepared non-Government opium which he admitted he had brought from Wuchow.

Inspector Fowler, of the Society for Prevention of Cruelty to Animals, charged the holder of a poultry stall at the Soekumpoo Market before Major C. Willson, O.B.E., this morning with failing to supply drinking water in three crates of ducks at the stall. His Worship imposed a fine of \$10.

Among the passengers on the M.M. "Sphinx," which arrived here from Marseilles yesterday was Mr. John W. N. Smith, formerly on the University teaching staff. His name was mentioned recently in connection with large British contracts for rehabilitation work in conjunction with the Nationalist Government.

A Chinese woman named Ng Wong-chi, living at No. 64, Bonham-strand West, was this morning fined \$50, before Mr. R. E. Lindsell, for having failed to comply with an order of the Second Police Magistrate made on September 12 to abate a nuisance by cleaning out a water closet at No. 25, Wongsichong-road.

Mr. Koo Ying-fan, formerly Nationalist Minister of Finance and one of the leading members of the Canton Government, has returned to China after a tour abroad, arriving here yesterday on the M.M. "Sphinx." He was met by a number of Canton officials. Mr. Koo announced his intention of going straight on to Nanking, the Nationalist capital.

On being stopped and searched by two detectives in Portland-street, a Chinese was found to be in possession of an electric torch. He had also a handkerchief tied round his leg. At first he offered \$50 to the detectives and then, later, handed over a \$10 note. At the Kowloon Magistrate's yesterday the man was charged with offering a bribe and was ordered to pay a fine of \$50 or, in default, to serve six weeks' hard labour.

TROOPS AS BUILDERS

Shanghai, Yesterday.

Seven hundred Nationalist soldiers will be employed to rebuild the road from Wenchowpang (just beyond Yangtszepoo) outside Shanghai to the Woonan Port. The work will be started immediately. The survey has been completed from Nanking. Rebuilt.

NUDE BATHING
SUCCESSFUL INNOVATION AT CANNES.

THE SHY GUEST

Cannes, Aug. 25.

Nude bathing parties which are being held here by a resident who has bought a villa equipped with a large bathing pool have proved immensely popular with many visitors.

Bathers of both sexes, some of them well known in the social world of London, have taken part in this startling departure from convention which, it is maintained, is more beneficial from a health point of view than bathing with even the lightest and slightest of costumes or slips.

A Plea for His "Pants."

The parties are held during the day and at night, and a guest described them in terms of warm approval.

"The pool is very beautifully constructed," he said, "but I was rather surprised to find that I was expected to bathe naked."

"I clung to my pants for a long time, but eventually succumbed to the prevalent opinion—which was in favour of 'starkness.'"

"After the first shock had worn off I found the experience of bathing unhampered by any garments quite enjoyable, and nobody took any embarrassing notice of anybody else."

CONTRACTORS' CASE

(Continued from Page 1.)

that he was entitled to considerably more than 70 per cent. of the contract price. He could not get it and refused to go on. Very little was involved, not more than \$350, and I consider that the defendants should have met any reasonable demand of the plaintiff in a liberal manner instead of insisting on paying no more than 70 per cent. and by holding out in the way they did. I consider the defendants are responsible for all that followed.

No evidence of custom or rules of any guilds has been put before me. It has been held that knowledge of the terms of the principal contract is not sufficient to prove that a sub-contractor agreed with the principal contract to be bound by the terms of the principal contract. Thus, if the sub-contractor properly completes his part of the work his right to payment will not depend on the certificate of the architect, notwithstanding that it is a condition precedent to payment to the principal contractor. It has also been held that a clause in the principal contract referring to disputes between the employer and the contractor to arbitration will not be incorporated impliedly so as to refer disputes between the contractor and the sub-contractor to arbitration.

Haggling Over Trifles

It is unfortunate that the parties could not settle their dispute forthwith. It was a small matter and both parties were men with 20 years' experience. The defendants had a heavy penalty clause in their contract with the building owners, which was running against them while they unsuccessfully haggled over a trivial matter with the plaintiff for five or six weeks.

In my opinion the remedy lay with the defendants. It would have been better for them to have paid the plaintiff every cent he claimed rather than allow the penalty clause in their contract with the building owner to come into operation. On the evidence I find that the defendants committed a breach of their agreement with the plaintiff by refusing to pay him a reasonable amount for the work done. There may, of course, have been difficulties such as local custom, rules of guilds and the like, but no evidence with regard to these have been placed before me and in the absence of such evidence my view is that it was a small matter which should have been settled amicably in a few days.

Writing Preferable

In conclusion I would add that in contracts of this kind it is most important that there should be some memorandum in writing stating the terms agreed on as clearly as possible, the more so in view of the fact that labour contractors are not usually men of substance and liberal education. In cases of this kind it is not desirable to endeavour to incorporate the principal contract in a general way as so much of it does not concern a sub-contractor for labour. The particular clauses which it is intended to apply should be either specifically referred to or better still actually incorporated in the sub-contract.

I do not believe the plaintiff was as near the completion of his contract as he claimed to be and do not feel that I can give judgment for the full amount the plaintiff seeks to recover.

I give judgment for the plaintiff on both the claim for \$800 and counter-claim with costs.

P'RAPPS-PRAPPS NOT!

Mary, Mary, quite contrary, is such a one to roam. She's "put out" if she stays indoors. But elsewhere she's "at home."

Bertie: "Queer fellows, these poets! There's one, for instance, who speaks of 'an aching void.' Now, how can a void ache?"

Gertie: "Have you never had a headache?"

She: "I showed father the verses you sent me!"

He: "Was pleased with them!"

He: "Indeed! What did he say?"

She: "He said he was delighted to find that I wasn't going to marry a poet!"

A certain Bishop was considerably upset when he received this note from the vicar of a village in his diocese:

"My Lord,—I regret to inform you of the death of my wife. Can you possibly send me a substitute for the week-end?"

A stout woman, with a large brown paper parcel under her arm, emerged from a chiropodist's establishment and said to a friend awaiting her: "Calls himself a chiropodist, and can't stuff a dog!"

Customer: "I say, waiter, I ordered iced shortcake. Where is the ice?"

Waiter: "Oh, that's the new kind, sir; that's what it's short of."

The subject was things that happened during the late war and the high price that flour went to was mentioned. One man said that before he would pay that price for flour, he would eat dry bread, and before he would let his children starve, he would work for nowt.

Brandon was almost broken-hearted about his heavy losses on the Stock Exchange, but he found there was plenty of sympathy for him at the club. One member was particularly kind.

"Cheer up, old chap," he cried. "You mustn't worry too much about a little bad luck. Come along to my office in the morning and I'll give you a few pointers."

Brandon, however, was not easily cheered.

"Very kind of you," he began. "But it isn't pointers I am after—it's retrievers."

Roper's attempt to journey to the seaside in his second-hand motor-car had ended in a fiasco. Six times had he broken down en route, and finally he had left it at a garage and finished his journey by train. He decided to try to sell it.

"Sixteen words for four shillings, sir," said the clerk at the local newspaper office. "That is the charge in the 'Motors For Sale' column."

"I don't want it in that column," groaned Roper. "Shove it in the 'agony' column. That's its proper place."

The wealthy baronet has not always been wealthy, neither had he always been a baronet, and, for that reason, he was prone to keep rather a sharp eye on his money. He had noticed for some time that when the bottles of wine were brought in they were not quite so full as they ought to have been, and accordingly, he requested his butler to do all the opening in his presence.

"I notice," he said sternly, "that when you draw the corks in the pantry the wine is extremely decolletee."

The butler looked surprised and asked:

"Extremely decolletee, sir?"

"Yes," replied the baronet more sternly still—"rather low in the neck."

Young Jones was a motor maniac through and through, and this is the sort of stuff he got off his chest when he proposed to pretty Ethyl Coates.

"Ethyl, darling, will you marry me? Do not let me of you, start suddenly; I ought not to have accelerated so quickly but the very sight of you causes my heart to miss. You are such a delightful little model and your headlight glazes dazzle me so that I'm incapable of braking."

"Do not, darling, think me a crank, and do not forget, dear, that you will either make or break me by your answer. You tax me even now by your mute silence, or may be it is that you are absorbing the shock of my abrupt clutching has given you."

"I do hope, darling, that I have generated some little reciprocity feeling within your bonnet. For, confess that, if you refuse to drive along life's highway with me, I shall run for too strong a motor, and shall not be quick to the final scrap heap."

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS:

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S. S. | Tons | From Hong Kong About | Destination |
|-------------|--------|----------------------------|-------------------------------------|
| *KASHGAR | 9,000 | 20th Sept. | Marseilles, London, Antwerp & Hull. |
| *MOREA | 10,950 | 13th Oct. | Marseilles & London. |
| *KHIVA | 9,135 | 27th Oct. | Marseilles, London & Hull. |
| *KIRZAPOR | 6,715 | 1st Nov. | Straits & Bombay. |
| *KIDDERPORE | 5,934 | 10th Nov. | Straits, Bombay & Karachi. |
| *MACEDONIA | 11,120 | 10th Nov. | Bombay, Marseilles & London. |

*Cargo only. *Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| | | | |
|---------|--------|-----------|-------------------------------|
| TAKADA | 6,640 | 2nd Oct. | Singapore, Penang & Calcutta. |
| TALANBA | 8,018 | 13th Oct. | Singapore, Penang & Calcutta. |
| TALMA | 10,000 | 27th Oct. | Singapore, Penang & Calcutta. |

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

| | | | |
|-------------|-------|------------|------------------------------------|
| *ST. ALBANS | 4,500 | 28th Sept. | Manila, Port Holland, Sandakan. |
| ARAFURA | 6,950 | 30th Nov. | Thursday Island, Townsville, Bris- |
| TANDA | 6,000 | 2nd Dec. | band, Sydney & Melbourne. |
| ST. ALBANS | 4,500 | 28th Dec. | |

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hanoi, Cebu,
Kolumban, Tawao, Timor, Darwin, or other ports en route as indicated
below.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|-----------|--------|------------|-------------------------------|
| KHIVA | 9,135 | 29th Sept. | S'hai, Moji, Kobe & Yokohama. |
| *LAHORE | 5,252 | 2nd Oct. | S'hai, Moji, Kobe & Yokohama. |
| TALMA | 10,000 | 2nd Oct. | Amoy, Moji, Kobe & Osaka. |
| ARAFURA | 6,000 | 10th Oct. | Moji, Kobe, Osaka & Yokohama. |
| MACEDONIA | 11,120 | 12th Oct. | S'hai, Moji, Kobe & Yokohama. |

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

BOSTON, NEW YORK & BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

| | | |
|---------------------------|----------------|-----------|
| S.S. "CITY OF WELLINGTON" | Via Suez Canal | 28th Oct. |
| S.S. "AGAPENOR" | Via Suez Canal | 17th Oct. |
| S.S. "CITY OF KHOS" | Via Suez Canal | 28th Oct. |
| S.S. "PYRRHUS" | Via Suez Canal | 18th Nov. |
| S.S. "CITY OF PERTH" | Via Suez Canal | 28th Nov. |

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

GUTHRIE & SWIRE OF THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

CONSIGNEES.

NOTICE TO CONSIGNEES.
THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON, STRAITS,
AND PHILIPPINES

THE Steamship
"BENAVON"
CONSIGNEES of Cargo are
hereby informed that all Goods are
being landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves
delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undeliver-
ed after the 3rd October, 1928, will
be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 17th Octo-
ber, 1928, or they will not be re-
cognised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
2nd October, 1928, at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 26th Sept., 1928.

AMERICAN & MANCHURIAN

LINE.

From U.S.A. & Marseilles.

THE Steamship
"CITY OF LINCOLN"
having arrived, Consignees of
Cargo by her are informed that
all Goods are being landed at
their risk into the hazardous and/or
extra-hazardous Godowns of
Holt's Wharf, whence delivery may
be obtained.

No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undeliver-
ed after 1st October, 1928, will
be subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 8th October,
1928, or they will not be recog-
nised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon
within the Free Storage period of
One Week.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
THE BANK LINE, LTD.,
General Agents.

Hong Kong, 25th September, 1928.

NOTICE TO CONSIGNEES.

M.V. "TOLEDO"

From NEW YORK &

NEWPORT NEWS.

CONSIGNEES of Cargo are here-
by informed that all Goods are
being landed at their risk into the
Godowns of the Hongkong and
Kowloon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary be
given before 24th instant.

No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undeliver-
ed after the 30th instant will be
subject to rent.

All claims against the vessel
must be presented to the Under-
signed on or before the 3rd prox.
or they will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
29th inst. at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
DORRILL & CO., LTD.,
Agents.

Hong Kong, 24th Sept., 1928.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN

TELEGRAPH CO., LTD.,

OF DENMARK.

The following unclaimed tele-
grams are lying at the office of the
Great Northern Telegraph Com-
pany (Limited) of Denmark:—

Mr. Foo Pen-qua, Kowloon, Tai,
from steamship "Kailgar".
Dado Gummy, from Shanghai.

Mr. Oros, Francis Hotel, from
Shanghai.
Miyashita, "Hakusan Maru",
Hokkaido, Nippon Yusen Kaisha,
from Osaka.

Fravilla, from Tokyo.
E. V. JENSEN,
Supintendent.

Hong Kong, 20th Sept., 1928.

INDO-CHINA
STEAM NAVIGATION CO LTD

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailing |
|--------------------------|-------------|------------------------------|
| T'au via S'hai & S'hai | YATSHING | Sun., 30th Sept. at Noon |
| T'au via S'hai & S'hai | KWONGSANG | Wed., 3rd Oct. at 7 a.m. |
| T'au via S'hai & S'hai | HOPSANG | Sun., 7th Oct. at Noon |
| Osaka via Amoy, Shanghai | | |
| Moji & Kobe | NAMSANG | Thurs., 11th Oct. at 7 a.m. |
| Singapore | KWONGSANG | Thurs., 27th Sept. at 5 a.m. |
| Canton | FOOKSANG | Fri., 5th Oct. at 3 p.m. |
| Straits & Calcutta | ROHSANG | Fri., 12th Oct. at 3 p.m. |
| Tientsin | CHEONGSHING | Sat., 20th Sept. at 5 p.m. |
| Sandakan | HINSANG | Thurs., 27th Sept. at 3 p.m. |

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.,

Telephone Central 215.

General Managers.

THE ORIENTAL SHIP-SUPPLY CO.
16, Connaught Road Central, 1st Floor.

Agents for the CONSIGNMENT, CHARTERING, BUYING & SELL-
ING OF SHIPS. Will furnish BUNKER COALS, STORES,
CHANDLERY, FRESH WATER, ICE, LAUNDRY, etc., to shipping
in the HARBOUR.

We are also agents for the sale of the following commodities:—
DRY SALT HERRING American pack of 1928. Limited quantity
in barrels of CHOICE ATLANTIC COAST SQUID. DE-
HYDRATED CALIFORNIA BABY SHRIMP. SUN-DRIED
LOUISIANA MEDIUM and BABY SHRIMP. A small shipment
of CALIFORNIA COAST ABALONE, No. 1, 2 and 3 grades.
CALIFORNIA CANNED MACKEREL and SARDINES of excellent
pack. PUGET SOUND & ALASKA CANNED SALMON. FLOUR,
CLUB STRAIGHT. POWDERED MILK in Cases & Barrels.
Guaranteed 1st Class.

HONEY BUNCH BRAND CHOICE and FANCY RAISINS & all

kinds of CITRUS and FRESH FRUITS in season.

QUALITY GUARANTEED—YOUR PATRONAGE SOLICITED.

Cable Address: Codes: A.B.C. 5th & 6th. Tel. C. 3101.

"ORSHIPSUCO" Bentleys and ACME K. 1146.

PASSENGER LISTS

ARRIVALS

Passengers arrived by the s.s.
"St. Albans" from Australia to-day
were:—

Mr. and Mrs. J. Hill, Miss Q. V.
Hill, Mrs. A. F. Hunter, Mrs. R. M.
Clerk, Miss M. E. Swales, Mrs. E. M.
Mulligan, Miss E. M. Mulligan, Mr.
Russell Burton, Mrs. L. R. Kennon,
Miss L. R. Kennon, Miss A. C.
Beeble, Miss C. Beer, Mrs. E. N.
Barnard, Miss M. A. Burnett.

Passengers arrived by the s.s.
"Siberia Maru" from Los Angeles
and Way Ports on Sept. 24 were:—

Mr. John F. Miller, Mr. and
Mrs. Chas. F. Jey, Mr. and Mrs.
Wm. H. Schallig, Miss Hazel
Forrester, Mr. and Mrs. M. T.
Rankin, Miss P. L. P. Pepperell,
Mr. and Mrs. J. Kurosawa, Miss R.
Kurosawa, Miss Y. Kurosawa,
Miss Y. Kurosawa, Miss Y.
Tomura, Miss E. V. Mannings, Mrs.
Z. D. Rapp, Miss G. L. Rapp, Jr.,
Miss E. L. C. Volstead, Miss
Helen A. Sanders, Miss M. E.
Munro, Mrs. J. F. Grose, Miss
Margaret Grose, Mrs. A. M.
Robert, Mr. and Mrs. F. C. Cheung,
Mr. and Mrs. Felipe Conje, Mrs.
Petrosina Wantz, Miss Caroline
Wantz, Mrs. A. D. Hancock, Mr. S.
Ito, Miss N. Yedo, Mr. S. Sugiyama,
Mr. and Mrs. F. Benstead, Miss M.
Benstead, Mr. T. Matsumoto, Mr.
R. Nakatsuji, Mr. A. J. Smith,
Mstr. Lewis Walter.

DEPARTURES

Passengers left by the "Empress
of Canada" for Manila yesterday
were:—

Mr. J. Adams, Mr. M. B.
Alcantara, Mr. N. B. Bach, Mr. and
Mrs. H. Bagamal, Mrs. W. O.
Bailey, Sister Beudoin, Mr. M. R.
Bourne, Mr. D. G. Beebe, Mr. J. V.
Conzalez, Mr. and Mrs. F. Conje,
Mr. and Mrs. U. Coutin, Mme.
Chaillet, Mr. C. Cruz, Mrs. H. F.
Carter, Mr. A. Carpi, Mr. L. S.
Cummings, Mr. D. Dhananal, Mrs.
E. K. Dobrovalskaya, Mr. Pedro
Estao, Mrs. E. M. Eller, Mr. E.
Evenson, Mr. M. I. Felizardo, Mr.
J. B. Findlay, Mrs. J. I. Fowler,
Mr. and Mrs. S. Feldstein, Mr. N.
Guglielini, Mr. P. Gustomsoff, Mrs.
M. M. Hamill, Mrs. E. G. Hansen,
Mrs. M. R. Heller, Mrs. H. R.
Heister, Mrs. J. W. Haines, Mr. O.
Hugo, Mrs. D. M. Hitchcock, Mr.
Jean Incause, Miss H. B. Knowles,
Mr. and Mrs. W. G. Kliner, Mr. S.
Lathray, Mrs. Marie G. de
Leuterio, Mr. E. K. Marlan, Mr. W.
Murphy, Mr. G. Morris, Dr. P. B.
Mendoza, Mrs. E. N. Mehin, Miss
O. F. Mangell, Miss A. Nedler, Mr.
U. Nugrid, Capt. and Mrs. C. H.
Newman, Col. and Mrs. C. H.
Nance, Miss Nance, Mr. and Mrs.
Luis Ocampo, Mr. S. O'Hara, Mr.
K. de Pole, Mr. and Mrs. J. H.
Pardee, Mr. J. M. Rato, Mr. G.
Ring-Lensky, Miss Rasmussen, Mrs.
T. Soluk, Miss M. D. Smith, Mr. F.
Sakido, Mr. B. Sator, Mr. and Mrs.
B. E. Sage, Mr. S. Telomai, Mr.
A. Talsvik, Miss B. Wade, Mr.
C. Whalen.

CONSIGNEES.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE Motor Vessel

"ASIA"

having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or
extra-hazardous Godowns of The
Hongkong & Kowloon Wharf &
Godown Co., Ltd., where delivery
can be obtained as soon as the goods
are landed.

No claims will be admitted after
the goods have left the Godowns,
and all goods remaining undeliver-
ed after the 28th September, 1928,
at 4 p.m. will be subject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Ahe on the
26th September, 1928, at 10 a.m.

All claims against the vessel
must be presented to the Under-
signed before the 1st October,
1928, or they will not be recognised.

No Fire Insurance will be
effected.

Bills of Lading will be counter-
signed by
JOHN MANNERS & CO., LTD.,
Agents.

Hong Kong, 22nd Sept., 1928.

President Liner
SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Cleveland Oct. 9th.
Pres. Pierce Oct. 23rd.
Pres. Taft Nov. 6th.
Pres. Jefferson Nov. 20th.

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Lincoln Oct. 2nd, at 10 a.m.
Pres. Madison Oct. 16th.
Pres. Jackson Oct. 30th.
Pres. McKinley Nov. 13th.

\$120, \$112 Special through rates to Europe via United States.
Direct connections with all Atlantic lines. Choice of
rail lines across United States and Canada, liberal stop-over privileges for
sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,
Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayes Oct. 7th 8 a.m.
Pres. Ford Oct. 21st 8 a.m.
Pres. Adams Nov. 4th 8 a.m.
Pres. Garfield Nov. 18th 8 a.m.
Pres. Harrison Dec. 2nd 8 a.m.
Pres. Monroe Dec. 16th 8 a.m.

To Manila

Pres. Cleveland Sept. 25th 6 p.m.
Pres. Madison Oct. 9th 6 p.m.
Pres. Pierce Oct. 23rd 6 p.m.
Pres. Jackson Oct. 23rd 6 p.m.
Pres. Taft Oct. 27th 6 p.m.
Pres. McKinley Nov. 6th 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 705
Cable Address "Dollar."

CANTON BRANCH—No. 4, Sha Kuo Street.

American Mail Line
and
Dollar Steamship Line

SAND-LIME BRICKS.

Best machine made bricks
Highest tests and uniform qualities.
For Economy, Quality, Beauty, Durability and
Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,
CHING TU NAM

Factory—Canton, Hong Kong Office,
148, Queen's Road West, 1st Floor.
Telephone No. C. 3882.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two shipways and can
accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.
Shipyards: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.
Estimates furnished on application.

Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A.I. A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.

Single Screw Steel Passenger and Cargo Motor Vessel, "P. ABBOTT,"
124' 0" B.P. x 27' 0" M.D. x 11' 2" M.D. Built to the order of Messrs.
Abbott & Co., Ltd. for Philippine Inter-Island Service.

Please address enquiries to the Chief Manager:
R. M. DYER, S.S. MINA, Kowloon Dock, Hong Kong.

LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND DEPARTURES.

CARGO & PASSENGERS.

Kaiping, (1,605) British, from Canton—Doddwell & Co.

Iregonell, (3,178) British, from Newport, Calcutta.—Mackinnon Mackenzie and Co.—4,500 tons general cargo for Hong Kong, 2,500 tons (through).

Hupei, (1,205) British, from Canton—B. and S.—300 tons general cargo (through).

St. Albans (2,538) British, from Yokohama, Moji—Mackinnon Mackenzie and Co.—1,542 tons general cargo (through).

Kwong Sang, (1,428) British, from Shanghai, Swatow—J. M.—280 tons general cargo (through).

City of Lincoln, (3,784) British, from New York, Manila—Bank Line.—500 tons general cargo for Hong Kong, 1,400 tons (through).

Hai Ching, (1,267) British, from Foochow, Swatow—Douglas S.S. Co.—410 passengers, 600 tons general cargo (through).

Sphinx, (6,724) French, from Marseilles, Saigon—M. M.—248 passengers, 120 tons passengers, 120 tons general cargo for Hong Kong, 1,847 tons.

Taiposok, (1,219) French, from Fort Bayard—Shun Cheong and Co.—258 passengers, 654 tons general cargo for Hong Kong.

Van Heutz, (2,249) Dutch, from Amoy, Swatow—J.C.J.L.—1,130 passengers, 285 tons general cargo for Hong Kong.

Haldon, (840) Norwegian, from Bangkok, Thoresen and Co.—12 passengers, 2,160 tons general cargo for Hong Kong.

Honolulu Maru, (3,540) Japanese, from Bombay, Singapore—O. S. K.—2 passengers, 117 tons general cargo and 188 packages firecrackers for Hong Kong, 7,600 tons (through).

Tak Hing, (105) Chinese, from Autau—Fook Hoi Co.—117 passengers, 2 tons general cargo for Hong Kong.

Shiu Hing, (114) Chinese, from Macao—Hoo Hing Co.—30 tons general cargo for Hong Kong.

Eng Lee, (865) Chinese, from Dairen, Chefoo—600 tons general cargo for Hong Kong.

Hwak-Wu, (2,769) Chinese, from Lung Kow, Dairen—M. B. K.—998 tons general cargo for Hong Kong.

Lee Cheung, (163) Chinese, from Shanmei—Fook Hoi Co.—97 passengers, 5 tons general cargo for Hong Kong.

Departures

For Shanghai—Sphinx, Pres. Grant.

For Saigon—Athos II.

For Canton—Chenan.

For Amoy—Sinkiang.

For Swatow—Hai Hong.

For Manila—Pres. Lincoln.

For Macao—Shiu Hing, Devawongse.

For Takao—City of Lincoln.

For Keelung—Mayebashi Maru.

For Hongay—Daishu Maru.

For Singapore—Tacoma Maru.

For Wei-hai-wei—Huichow.

Clearances.

For Amoy—Tjikini.

For Kohet—Honolulu Maru.

For Fakhoi—Raymond Poincare.

| Arrivals | Departures | In port |
|------------|------------|---------|
| British | 7 | 21 |
| Japanese | 1 | 4 |
| Norwegian | 1 | 0 |
| Chinese | 5 | 3 |
| Dutch | 1 | 0 |
| Russian | 2 | 2 |
| American | 0 | 2 |
| Danish | 0 | 0 |
| Portuguese | 0 | 0 |
| French | 0 | 0 |
| | 17 | 18 |
| | | 61 |

Kidnapper's Victim



Ten-year-old Grace Bond, who has been missing from her New York home since early summer, has been found in a house in London. Police believe she was a victim of a kidnapper. The girl is believed to be alive and well.

POISON GAS

CHLORINE CYLINDER ON A SCRAP HEAP

FIND IN LONDON

A gas cylinder which had been found in mysterious circumstances at Edmonton, and which was said to contain sufficient poisonous gas to kill a thousand people, was removed to Messrs. Brunner Mond's works at Silvertown. Home Office experts, who conducted an investigation, found that it contained chlorine gas similar to that used in the war.

The cylinder was found on a scrap heap, which had not been touched for several years, at the type metal works of the Vida Metal Company, of Brettenham-road, Edmonton, and had been guarded day and night by the police. The discovery was kept secret.

The authorities are at a loss to understand how it came to be on the scrap heap, but the police theory is that it is a relic of war days, when poison gas was made on a large scale in the Edmonton district.

The cylinder measures 3ft. 8in. in length by 8in. in diameter. It was coated with rust, and was enclosed in a wooden box.

A man who was present when it was opened told a representative of "The Telegraph" that he could not escape getting a slight whiff of the gas when the cylinder cap was removed.

"As a result," he said, "I was coughing for several hours, and it was not until I inhaled some ammonia that I got any relief. I had seen the packing-case on the scrap heap before, but had no reason to suspect that it contained anything dangerous."

During the removal the cylinder was guarded and handled carefully, as there is a real danger in carrying cylinders of this description.

Chlorine gas is now used in dyeing processes.

THE IRAK ARMY

PROBLEM OF SECURING RECRUITS

[By John Lewis.]

No issue has caused more ill-feeling in Iraq than that of compulsory military service, and the fact that General Nuri Pasha, the Minister of Defence, has declared himself strongly in favour of it may well precipitate another Government crisis. For, while most of the Iraqi statesmen are agreed that the army must be expanded unless they are always to remain dependent on Britain for protection against invasion, they have, so far, failed to agree on the question of how to secure the expansion.

Nuri Pasha apparently seeks to create a new reserve force. The voluntary system, he claims, has failed, and a bill, the object of which is to get recruits by compulsion, is accordingly being considered by the Cabinet. The Ministers are faced with many difficulties, two of which, at any rate, may prove insurmountable. They have, first, to frame a bill acceptable to the country, and, second, to find the money to support an expanded army.

The Iraqi, where his own welfare is concerned, is quite properly, an exacting person. Unfortunately, however, the term Iraqi connotes not only Arabs of many tribes and of two branches of Islam, but also Persians, Armenians, Jews, Latin Christians, and Kurds. And, further, while the Mohammedan races are by no means unwelcome, an indisposition for army service is undoubtedly a strong characteristic of a number of the others although not all.

A Disunited Nation

Moreover, Iraq is not yet firmly welded as a nation, and, indeed, it would be a miracle if it were. The result is that the various nationalities, tribes, and classes cannot be expected to pull together. Many of the sheikhs and their people, for instance, have that disdain for the traders and the city dwellers which a hundred years ago a British country squire had for the village shopkeeper. Still, if conscription is introduced the sheikh who has command of a tribe will be affected in exactly the same way, presumably, as the man who sells cakes of soap in the bazaar. And to ask them to serve together is to ask the impossible.

The Iraqi statesmen, who are nothing if not shrewd, may possibly find a way out by getting the tribes to send quotas which will be banded together as tribal levies. But it will be no easy undertaking. Furthermore there is the danger of many of those who are now Iraqis crossing the frontier into Persia and becoming Persian subjects.

Presumably, however, that conscription is enforced, the problem arises of how to feed and clothe the new recruits. It is about as much as Iraq can do to maintain her present army, and, indeed, lack of funds has hindered its development in many directions. Finance, then, is a serious factor, and it is only by a series of loans and other departmental measures that the Iraqi situation created by a larger force can be met. Either means would be most unpopular. "Daily Telegraph."

ROMAN TOWN SITE

FORTRESS AT BICESTER

4TH CENTURY LIFE

Oxford.—Several Oxford undergraduates of both sexes are devoting a part of the vacation to helping to supervise excavations, which are now being made on the site of a Roman town near Bicester. Some interesting finds have been made during the past week.

Only small portions of the town, which is about twenty-five acres in extent, have yet been uncovered, but the digging brought to light a Roman house with the lower courses of its walls intact. The hearth, and what may prove to be an underground chamber, have been found. Fragments of a table and of cooking vessels, found on its floor, indicate that its date is about 100 A.D. A quantity of pottery and Roman coins has already been unearthed, and other objects, which include bronze brooches, a bone knife-handle, a comb, and bone and bronze needles and pins, as well as part of a stone handmill for grinding corn.

Miss M. V. Taylor, of Oxford, an authority on Roman Britain, said in an interview recently, that she hoped the excavations would throw fresh light on the question, how long the British population continued to occupy the Roman towns after the withdrawal of the Legions and the decline of the empire. "There was evidently a re-organisation of the town in the 4th century," she said. "The coins we have found include some as late as the early 5th century."

An Early Fortification

"There is also some reason for believing that before it was a town this may have been once a fort. It may be that in the first years of the occupation it was laid out as a military site. We are led to think so by the fact that we have come upon a double ditch, such as would not have been dug inside a town. These ditches may go back almost to the date of the invasion. We have not yet dug to the bottom of them."

Among the finds was a small piece of very rare pottery made in Italy, certainly not later than 50 A.D., and this Miss Taylor suggested could only have been the possession of a person of standing, possibly a Roman officer.

The base of a strongly built tower was also found at a corner of the rampart, but the upper part was found to have been destroyed for the sake of its stone. There is a probability that the work will be suspended owing to lack of funds.

DECEPTION

AN OUT-OF-DATE TICKET

Ishwardas Jaipal Singh, described as a divinity student at St. John's College, Oxford, and living at Holy Trinity Vicarage, Darlington, was fined 20s. and ordered to pay 1 guinea costs at the Marylebone Police-court for travelling on the Great Western Railway from Oxford to Paddington on June 23 with a season ticket that expired on April 13, with intent to avoid paying the fare.

Mr. P. W. Pine, for the railway company, said the defendant used the ticket on this occasion seven days after writing to the company regretting that he had mislaid it. He gained access to the station at Oxford by taking a platform ticket, and when asked for his ticket in the restaurant car he produced the out-of-date ticket in such a way that the date could not be seen. He eventually admitted that he knew it was out of date, and subsequently stated "Detective Inspector Plum."

I ought to have returned it (the ticket), but I didn't. I had used it about four times before the day your man caught me. On the 23rd I travelled on the ticket. I was due to preach the next day and had very little money—about 10s. and having the ticket on me I thought I would try to get through with it. I knew I did wrong, and I should like you to place before the company my regrets.

Apparently, added the solicitor, the defendant had used the ticket two, three, and sometimes four times a week since its expiry.

Defendant replied that he had been away for six weeks, but he admitted having used the tickets several times.

Mr. Dingley said it was specially bad for a man studying divinity to cheat the railway company in this way.

The death took place at Rothsay, in the Fifth of Clyde, of Mrs. Bowers, aged 80, mother of Lieut. Bowers, one of Capt. Scott's companions in the ill-fated South Pole expedition of 1910-12.

situation created by a larger force can be met. Either means would be most unpopular. "Daily Telegraph."

PRINCE GEORGE

COMEDY ON A LINER AT DEPARTURE

TWICE HELD UP

Southampton.—Prince George, who spent a day in the New Forest recently with the Queen, and then returned to Cowes to spend his last night in England for many months with his parents, sailed from Southampton for Quebec in the Canadian Pacific liner "Empress of Australia," to take up his new appointment as French interpreter to the American and West Indies station of the Royal Navy, with headquarters on H.M.S. "Durban."

His Royal Highness proceeded to Southampton from Cowes on a pinasse from H.M.S. "Rodney," guardship to the Royal yacht, and it was expected that he would land at the steps under the bows of the "Empress of Australia." An official party awaited the pinasse's arrival, but when it came into view and was moored there was no sign of Prince George on board.

Much to the astonishment of the waiting officials, Prince George had landed at the Royal Pier, nearly a mile away, and had been met by his car, his object being to see something of the large liners in the docks. While inquiries were being made for him he arrived unheralded, and was unrecognized by the large crowd assembled on the quay-side.

He was stopped at the quayside barrier by a burly constable, who informed him that he could not be allowed on to the quay. A little explanation followed, and the Prince, who was dressed in a brown suit and bowler hat, and who carried a small attache case, was allowed to proceed.

At the foot of the ship's gangway the Prince was met with the outstretched arm of a master-at-arms, who informed him that he could not go on the ship without a pass. After a whispered explanation by the Prince and a search through several pockets for his passage ticket, which was produced, the master-at-arms sprang to attention and saluted, and without more ado the Royal voyager proceeded aboard.

At the head of the gangway he was welcomed by Captain R. G. Latta, the commander of the ship, who escorted him to his cabin, where he remained until after the ship had moved away from the quayside. Before the vessel sailed the Prince received the Mayor of Southampton, Alderman Mrs. L. M. Foster Welch, and Captain James Gillies, general manager of the C.P.R.

THRILLING ROMANCE

"LOVES OF CARMEN" AT THE QUEEN'S

Magnificent settings representing the picturesque streets and the vast bull ring of old Seville will be seen in "Loves of Carmen," which will be screened at the Queen's Theatre from to-day till Saturday. This picture, directed by Raoul Walsh, who also directed "What Price Glory," is out of the ordinary in more ways than one, for it brings before the camera again two popular players who also leap to fame in the epic of the war. They are Victor McLaglen and Dolores Del Rio who played Captain Flagg and Charmaine respectively. Victor McLaglen appears as a mighty matador and Dolores Del Rio as the fiery temperamental cigarette girl. The picture departs from the popular conception of Carmen of the Opera. The tinselled personality of the stage gives place to a more realistic Carmen—Carmen as she really was, a passionate gypsy maid. However, the story itself follows closely that of the opera even to the great climax when the adventurous is shot by a jealous lover, though it has a welcome sprinkling of comedy in Victor McLaglen's typical manner. Many well known names appear in the supporting cast, including Ben Bard, Don Alvarado, and Nancy Nash.

"DOUG" FAIRBANKS

"THE GAUCHO" AT THE WORLD THEATRE

Douglas Fairbanks is seen in a typically dashy role in "The Gaucho," which occupies the whole of the programme at the World Theatre from to-day to Saturday. He takes the role of an outlaw chief in South America, and as may be imagined, he does all manner of "mazing" feats while "riding" a wealthy city and eluding his would-be captors. But it is not only in this respect that the film is attractive. It is a remarkable production in many ways, for romance, dramatic incident, and mysticism all have a place in it. The acting is of a high order throughout. "Doug," being ably supported by Lupe Velez as the mountain girl and Eve Southern in the part of the beautiful Lady of the Shrine.

Southend Corporation accepted a resolution recommending its previous decision to erect a £20,000 bandstand.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Queen's Theatre;

"The Loves of Carmen."

To-day—Star Theatre; "The Flag Lieutenant."

To-day—World Theatre; Douglas Fairbanks in "The Gaucho."

Land Sale

October 1—At P.W.D. Offices, Crown land at Mong Kok Tan, 8 p.m.

Lammerts' Auctions.

September 27—At Sales Room, a valuable collection of Curios, etc., etc., 2.30 p.m.

October 1—At 4, Minden Avenue, Kowloon, household furniture, etc., 11 a.m.

October 1—At 2, Quarry Pt., household furniture, 2.30 p.m.

Meetings.

September 28—Annual meeting of the Kowloon Cricket Club in Club House, 5.30 p.m.

October 1—H.K.V.D.C. Sports Committee meeting at Headquarters, 6 p.m.

October 12—Annual meeting of the Hong Kong & Canton Ice Manufacturing Co., Ltd., 11.30 a.m.

October 22—Annual meeting of the Ladies (Golf) Section at Helena May Institute, 1 a.m.

Sport.

October 6—American tournament, Ladies' Recreation Club Peak-road, at 2.30 p.m.

NOTICES.

HONG KONG TRAMWAYS LIMITED

BATHING AT TSAT TSZ MUI

Western Market & Quarry Bay Service

THE SPECIAL QUARRY BAY WESTERN MARKET CARS

will be withdrawn for the season as from the last day of September.

L. C. F. BELLAMY, General Manager.

Hong Kong, 25th Sept., 1928.

NOTICE.

IN Connection with the AMATEUR DRAMATIC PERFORMANCE

which was arranged to be given at The Great Hall of the Hong Kong University on SATURDAY, the 29th instant, and which by the way the Hong Kong University Union is not directly or indirectly associated with, the Public is hereby notified that the production of this play has been CANCELLED. Refund on Tickets sold is obtainable from L. A. Galmaraes, No. 6, Cairne Road.

THE LOCAL STUDENTS' DRAMATIC SOCIETY.

Hong Kong, 26th Sept., 1928.

PUBLIC AUCTIONS.

THE Undersigned have received Instructions to sell by Public Auction

ON SATURDAY, 29th September, 1928, commencing at 10.30 a.m. at their Sales Room, Duddell Street.

A Large Quantity of GOLD AND COLOUR SILK EMBROIDERIES

Comprising:—Table Covers, Curtains, Cushions, Shawls, Centre Pieces, etc., AND Silk Stockings, Dresses, Hats and Sundries.

On View from Friday Noon, the 28th September, 1928.

Terms:—Cash on Delivery.

LAMBERT BROS. Auctioneers.

Hong Kong, 26th Sept., 1928.

THE Undersigned have received Instructions to sell by Public Auction

ON TUESDAY, the 2nd October, 1928, commencing at 5.15 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of POSTAGE STAMPS.

(Particulars from Catalogue.)

On View from Monday, the 1st October, 1928.

Terms:—Cash on Delivery.

LAMBERT BROS. Auctioneers.

Hong Kong, 26th Sept., 1928.

WORLD THEATRE.

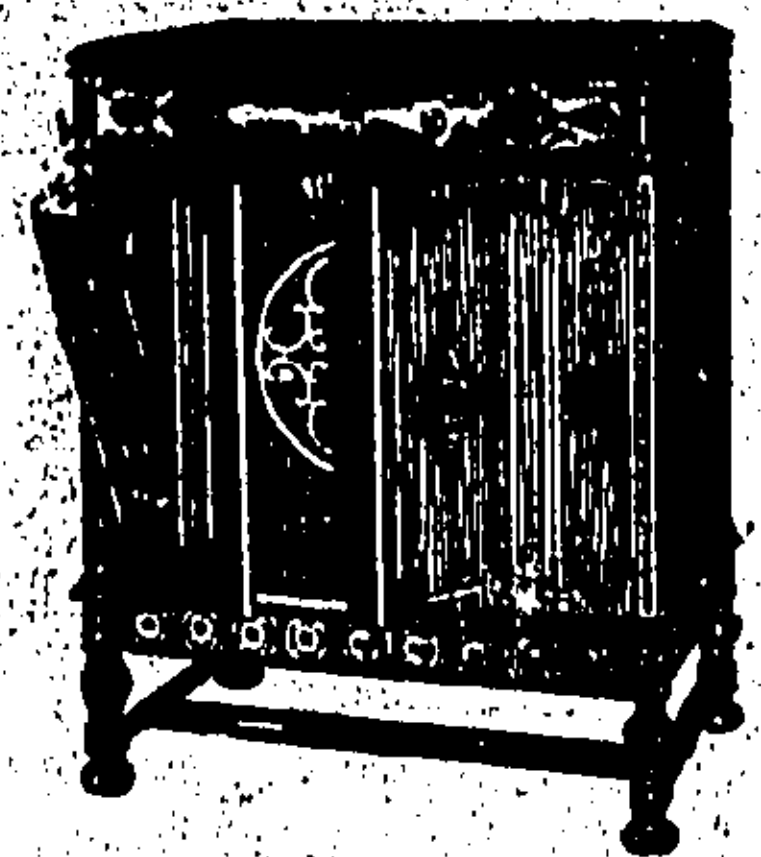
WHAT PRICE GIPSY

SHOWING NEXT WEEK.

AN INVITATION YOU ARE INVITED TO HEAR

THE NEW COLUMBIA-KOLSTER VIVA-TONAL.

THE ELECTRIC REPRODUCING PHONOGRAPH



"LIKE LIFE ITSELF"

IN THIS INSTRUMENT ARE COMBINED THE COLUMBIA ACHIEVEMENTS IN THE REPRODUCTION OF RECORDED MUSIC WITH THE FINEST AND LATEST DEVELOPMENT IN POWER AMPLIFICATION, THE KOLSTER POWER CONE SPEAKER, GIVING MARVELLOUS TONE. PLAYS ANY STANDARD RECORD. BATTERIES ARE ELIMINATED.

Anderson Music Co., Ltd.

KUPPER BEER

AND SEE YOU GET IT

Sole Agents:—CALDBECK, MACGREGOR & CO., LTD. (Incorporated under the Companies' Ordinances of Hong Kong). Prince's Building. Tel. C. 75.

GAS PROVIDES EVER READY

HOT WATER.



THERE IS A GAS WATER HEATER.

FOR EVERY HOT WATER NEED.

CALL AT OUR SHOWROOMS:

16A, DES VOEUX ROAD CENTRAL.

AND INSPECT THE NEW MODELS

IN GAS WATER HEATERS.

HONG KONG & CHINA GAS CO., LTD.

FAVOURITISM

"As safe and wholesome as good Scotch Whisky"

is a simile often heard.

The wisdom of this apt saying is fully realised when the whisky is—

"Highland Nectar"

The rich malt flavour and mellow maturity fully justify its choice.



"Highland Nectar"

Sole Agents:—

GANDE, PRICE & CO., LTD.

Tel. C. 135 HONG KONG

TOTAL

DRY AUTOMATIC FIRE EXTINGUISHER.
NO PERIODIC REFILLING
APPARATUS AND CONTENTS WILL
LAST A LIFETIME.



APPROVED BY
—BRITISH BOARD OF TRADE—
—FIRE OFFICES' COMMITTEE—
—PHYSIKALISCH-TECHNISCHES
REICHSANSTALT-GERMANY—
—LABORATOIRE CENTRAL
D'ELECTRICITE-PARIS—

The Extinguisher with an International Reputation.
Contents will not Deteriorate nor
Evaporate.
Non Conductor of Electricity.

SIMPLE TO OPERATE.
EFFICIENT—RELIABLE—EFFECTIVE.

For Full Particulars, Apply to—
KELLER, KERN & CO., LTD., 16/18, Connaught Road C.

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.).

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

Prickly Heat Powder

A Certain Cure for
PRICKLY HEAT & SUNBURN.

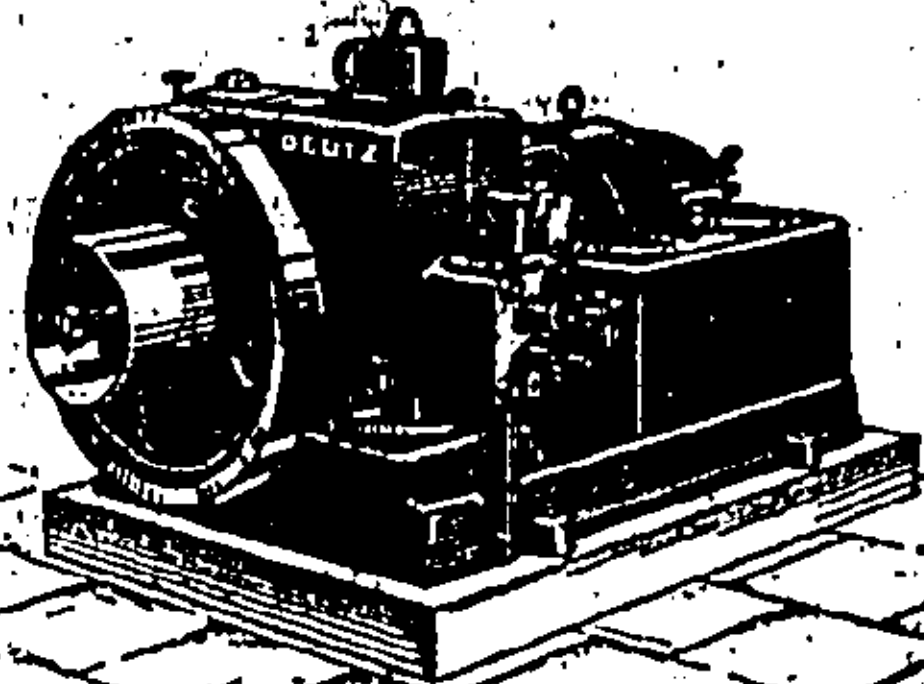
A little dusted on the skin and gently massaged in will
speedily cure Prickly Heat, remove Sunburn and the offensive
odour due to excessive perspiration.

Prepared by

Queen's Dispensary
Pharmaceutical Chemists
22, Des Voeux Road Central.

KEROSENE LIGHTING SET

Power 100 Lamps
running cost about
20 cents per hour.



Sole Agents for
Hong Kong &
S. China.

Deuts

HELIOS
2 KW
115 VOLT

CHEN HSIN ENGINEERING CO.,
Asiatic Building, Queen's Road C.

SORE THROAT THE ENEMY



EVANS' PASTILLES are a sure
cure for all ailments of the
throat, such as Sore Throat, Coughs and Colds. These
antiseptic vapours penetrate into the
unreached cavities of the nose, throat and
chest, killing all germs and quickly soothing
the inflamed organs.

EVANS'
Pastilles

Please cut this out

HONG KONG BENEVOLENT SOCIETY.
New Members Wanted (Subscription \$12.00 Annually)

To the Hon. Treasurer—
MRS. McELDERY,

160, Peak.

Please enroll me as a Member of the above Society.
Subscription will be sent on application.

Name

Address

CHOY HEONG

MANUFACTURER OF PRESERVED GINGER AND FRUIT

Established For More Than Forty Years

Office—No. 90, Des Voeux Street, Hong Kong. Tel. C. 1434.
Factory—1A, Sham Chun Street, Hong Kong. Tel. K. 405.

LONDON TO-DAY

THE METROPOLIS IN THE
SEASON OF MISTS

EXPLORING THE CITY

The convention of regarding London as a city which ceases to exist at the end of July every year and returns to life only in the late autumn is one which can be defended only on the score of ignorance. The truth of the matter is that London is never more truly London than in the late summer and in the early autumn, when we have sunsets which can be matched in no other city in the world, declares the "Observer."

London from May to July is a top-sided town in which a fictitious importance is given to the sayings and doings of a small minority of its inhabitants living in a tiny fraction of its area. It is necessary only to mention the fuss made over the fact that two or three young persons attended a dance to which they had not been invited, to understand how values may be distorted in a city of many millions.

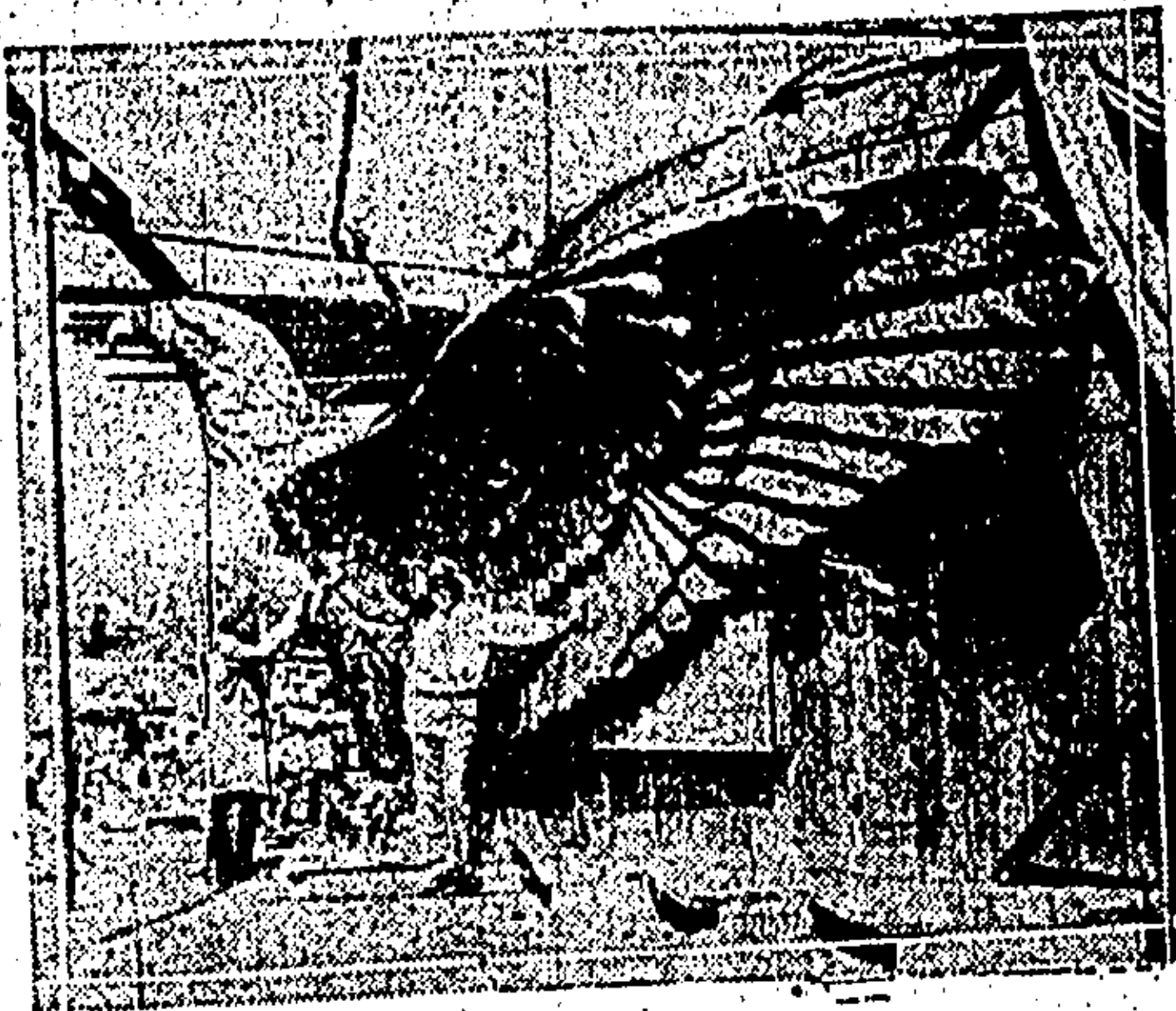
In August, London loses some thousands of its inhabitants, but it is at all certain that those who take their place are less interesting. August is the month of the real American tourists, those wonderful people who have saved enough from their salaries as professional workers to cross the Atlantic and "do" London. August is the month in which visitors from all over the Continent come to London, populated Bloomsbury and see the sights with an ardour and (it must be confessed) with a knowledge of what there is to be seen which puts the Londoners to shame. In a morning's walk you may hear all the languages of the world and feel once more that this is the World City, the city without seeing which no one's education can be called complete.

The City of Adventure
Even the native Londoner can find plenty of novelty and interest in August London. A year or two back there was a blue-blooded old Dowager whom no invitation could lure away from London during August. "I know nothing more enjoyable," she would say, "than to drive in the Park on an August afternoon, meeting no one I know, and watching people, children especially, really enjoying themselves." There is something fascinating about the dignified quiet of fashionable squares and terraces in August, drowsing through the long, warm afternoon, blinds with here and there a peep of holland-shrouded furniture.

And everything is just different enough to be delightfully unusual; the parks are quieter and yet more noisy; the laughter of all London's children on holiday has taken the place of the decorous chatter of the people who stroll beneath the trees along the Row in the Season; only in August does one realize Palmerston's aspiration for the parks—plenty of grass for the people and their children and as little interference with them as possible. London in August is the city of adventure. It is to be found everywhere. Nearly always some important thoroughfare is "up." The accustomed bus turns a corner suddenly and its delighted passengers are in a London they have never seen before.

Laughter and Noise

The silence of Gray's Inn is broken by the shouts of children of the Banchers; at the railway stations you may see crowds of sun-browned people disgorged from the trains coming up from the sea side, chattering over their experiences, not quite sorry, in their hearts, to see London again, for London never quite realizes her



MODEL OF HUGE AMERICAN EAGLE FOR COOLIDGE DAM.—Clay model for two giant American Eagles that will perch on bays at the top of the New Coolidge Dam in Arizona, is shown receiving finishing touches. A plaster of paris mould of the model will be shipped to the dam in sections and there poured full of concrete. The giant birds measure 33 feet, 9 inches from tip to tip of the wings and stand 10 feet 3 inches high.

grip on her own children. In the street you may see suddenly a face vaguely familiar, a voice long unheard hails you; it is So-and-So back from some outpost of Empire on leave. How glad he is to see you; how readily you forget the natural reserve of the Londoner in recalling old times and memories. There are different faces in the restaurants, that something of weariness which marks the London of the Season has gone; there is more noise, people talk more loudly, enjoy themselves more obviously. One day you may find yourself down by the river when there are people going and coming by the boats which ply to and from the Kentish Coast; or you may spend



Pio Romero Bosque, President of Salvador.

an afternoon at the Oval and hear again that authentic "bowled him" with which the Londoner hails an event that matters.

London seems to expand in August, to assert herself, to determine that everyone who is in London shall have something of what she can give. It is in August that London really renews her youth, though the foliage may be growing shabby and the grass in the parks may look burnt and brown. The days are growing shorter. London's violet mist clothes the parks and open spaces in the evening; now and then towards the end of the month there is a hot, not unpleasant, chill in the air; the sun-bells grow in splendour and the London walking home through the growing dusk envies no man in all the world and finds it in home to pity those who never see London in August.

COST OF LIVING

ADMIRALTY REJECTION:
DISPUTED ACCURACY

The Civil Service Correspondent of "The Daily Telegraph" writes: The accuracy of the cost-of-living index, prepared every month by the Ministry of Labour has often been questioned, but the prospective drop next month in the Civil Service bonus is likely to raise the question in an acute form.

It is noteworthy that during the hearing by the Industrial Court of the claim for revision of the Colonial allowances paid to civilian officers appointed at Royal Naval Establishments abroad, the Admiralty, in opposing the claim, threw over the index figure. Whatever criticisms may have been offered outside, this is the first time that the Ministry of Labour statistics have been flouted by another Government department.

Replying to the second part of the claim before the Industrial Court, that the Colonial allowance should be reviewed simultaneously with the home cost of living bonus, and on the same basis, the Admiralty official aide gave as their chief objection to the proposal that the Ministry of Labour's index figure is based on an average household budget of 1904, and suggested that the distribution of expenditure may now have changed materially.

It was further stated that "even if the basis of the Ministry of Labour's figure were brought up to date," it would still leave unaltered the problem peculiar to stations abroad. If, as suggested by the Admiralty, the distribution of expenditure has altered materially, as in itself would render useless for practical purposes the value to be attached to the index figure, and leave it at best a mere theoretical figure.

But, apart from this consideration the Ministry of Labour's figure and the comparison drawn from it are based entirely on a working man's household expenditure. But the question is raised, not alone in the Civil Service, but in outside circles, as to the accuracy of such a figure when applied to other classes in estimating the cost of living to-day as compared with pre-war days.

HONG KONG HOTEL VISITORS.

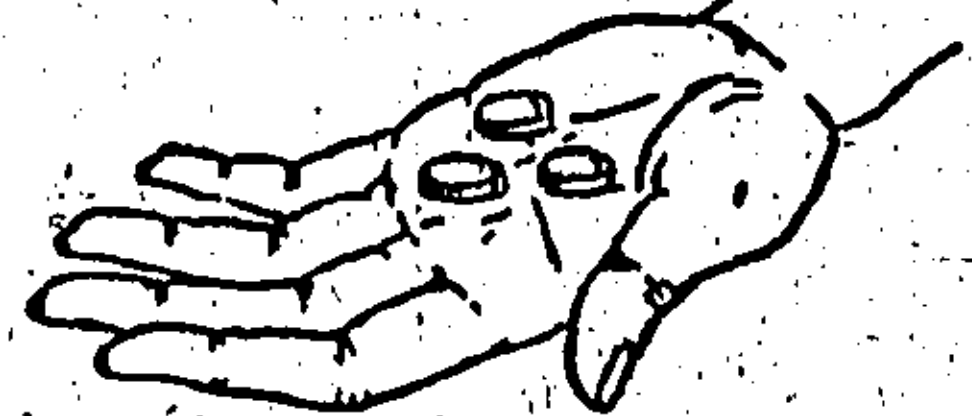
September 25, 1928.

Mr. Norman D'Arcy.
Messrs. N. Brandel, Leon Blum, N. B. Bach.
Mrs. J. Cassa, Messrs. G. W. Cockburn, C. A. Calkins, R. J. Callen.
Mr. and Mrs. H. Daniels and Child, Mr. A. C. Davies.
Messrs. S. J. Fuller, F. A. Firth, Messrs. Wm. F. Gilman, C. D. Gardner.
Messrs. A. F. Henry, E. W. Hodkins, C. E. Haygood, F. A. Hendricks, Mr. and Mrs. F. C. Henry.
Mr. C. H. James.
Mr. Vhoo Boogay.
Mr. P. Leynard.
Mr. and Mrs. H. G. McNeary, Miss Mary McGladie.
Mr. J. W. Parsons, Mr. and Mrs. H. D. Priestley.
Messrs. R. Rankin, H. Ragotay, Mrs. C. F. Stoecke, Messrs. O. G. Simpson, H. Stellingwerff, Th. A. Schneider, Mourie Stranach, Lt. and Mrs. W. F. Sadler.
Messrs. A. L. Taylor, J. A. Taylor, Dr. and Mrs. Townsend, Messrs. C. Wragge, C. Wright, C. F. Wolsiffer.

INSTANT RELIEF

by taking

3 Tablets of



Magnesium Perhydrol

Excellent remedy for your stomach troubles, especially during the hot weather.

Swift and lasting results.

Obtainable from all drug stores in convenient packing of 20, 50, and 100 tablets.

A Refreshing Summer Necessity,
Cooling, Invigorating and a
Wholesome Food.—

All for

10 cts.



Ice Cream
Cake.

Eskimo Pie.

ON LOK YUEN

Tel. C. 1022.

27, Des Voeux Road C.

ON SALE TO-DAY

THE
NEW VICTOR RECORDS
FOR
SEPTEMBER

Ask to hear "Chiquita"



The Wonderful New Waltz
by the Composers
OF

"Ramona"

S. MOUTRIE & CO., LTD.
VICTOR DISTRIBUTORS

Chater Road

Tel. C-527.

Tel. C-527.

FARMER

NAM WAH

BRAND

NEW SEASON GINGER

With Preserved

Colour and Flavour Guaranteed

See the Farmer's Brand

"PONTIAC"

"CHIEF
OF THE
SIXES"

Sole Agents—

L. C. LTD.



The Glacier route cut their way through the Rockies, and the
Glacier National Park, just over the Canadian boundary.

Sport Columns

LAI WAH CUP

DATES OF MATCHES FIXED

F.A. COUNCIL MEETING

Following is the draw for the Lai Wah Cup Competition, decided upon yesterday at a meeting of the H.K.F.A. Council, Mr. J. Ormiston presiding:

Army v. Navy, Oct. 27.
 Civilian v. Chinese, Nov. 24.
 Final on December 15.

Applications from three Army men to play for the K.F.C. were granted.

It was decided to hold a farewell dinner in honour of Mr. J. McCubbin on October 10, Mr. McCubbin is shortly departing from the Colony.

The following were present at the meeting:—Mr. P. P. J. Wedehouse, C.I.E. (Vice-President), Capt. A. W. Austin, M.C., Messrs. J. Ormiston, F. Smith, J. McCubbin, F. W. Barber, F. W. Black, H. K. Lee, and W. E. Hollands (Hon. Secretary).

HOME SOCCER

London, Yesterday.

In the Third Division of the League, Northern Section, Accrington drew with Hartlepool United 2-2 and Nelson lost to Lincoln City 3-4.—Reuter.

CRICKET

The following will represent the Volunteers 2nd XI. at Kowloon on Saturday against the K.C.C. 2nd XI. at 2.15 p.m.:—C. R. West (Capt.), R. R. Davies, J. E. Hancock, R. K. Valentine, W. M. Groves, T. L. Christie, A. Read, V. W. L. Stanion, J. L. Bonnar, G. A. L. Plummer, and H. F. L. Ewin.

I.R.C. v. H.K.E.C.

The following will represent the I.R.C. in the above friendly match to be played on the I.R.C. Ground at 2 p.m. on Saturday.

Sirdar Khan (Capt.), M. P. Madar, I. Hassan, D. Mohamed, A. M. Rumjahn, M. R. Abbas, A. R. Sufiad, A. Butt, E. M. K. Malubhoy, R. Nazarin, A. Rahmin, Reserve A. R. H. Esmail.

I.R.C. v. R.A.S.C.

The following will represent the I.R.C. in the above friendly match to be played on the I.R.C. Ground at 2 p.m. on Sunday.

Sirdar Khan (Capt.), M. P. Madar, D. Mohamed, A. M. Rumjahn, M. R. Abbas, A. R. Sufiad, A. Butt, E. M. K. Malubhoy, R. Nazarin, A. Rahmin and A. R. H. Esmail. Reserve, U. T. Thad.

LOCAL ST. LEGER

FIRST LIST OF PRICES ISSUED

COOS BAY FAVOURITE

Following are Frank Haytor's prices for the Hong Kong St. Leger, to be run on October 8:

5/4 Coos Bay
 5/2 Blackstone Hall
 6/1 Chemal
 5/1 Tarmacadam
 10/1 U. Un. II
 8/1 Gala Eve
 100/15 Blue World
 10/1 Tarzan
 20/1 Horsford
 33/1 Perpetual Motion
 25/1 The Hawk

DOG SENSATION

WERE THE ANIMALS DISGUISED?

PAINT STORY

Belfast.—An inquiry is being held here into allegations of a sensational character concerning the running of two greyhounds at the Dunmore Park greyhound course.

It is alleged that two dogs appeared on the programme under wrong names. They were both returned as winners.

All the bookmakers except two left their stands and refused to go on with the wagering. The result was that there was no betting on the last two races.

It is alleged that the dogs were disguised by paint, and that afterwards the paint marks were removed by petrol.

Paddock Demonstration.

At the end of the meeting the owners of the dogs were interrogated by the officials of the United Greyhound Company, the organisation responsible for the course.

This was followed by a demonstration in the paddock.

The names of the dogs given in the programme were Too Tricky and Little York.

I understand the officials who investigated the affair were informed that one of the dogs was 'disguised' by means of white pads on the feet and a white tip on the tail.

Official's Statement.

An official of the United Greyhound Company said:—

"Representatives of the National Greyhound Racing Club will attend to inquire into the allegations of substitution."

"The owners of the dogs have been requested to be present. They have been asked to bring the dogs which ran, and the two whose identity the now names were supposed to conceal."—"Evening Standard" correspondent.

BRIGHTER CRICKET

SUGGESTED DRASTIC REVISION OF THE LAWS

M.C.C.'S ACTION

In view of the recent phenomenally heavy scoring in county cricket matches, it is scarcely surprising to find that the M.C.C. have issued letters to county committees asking for their opinions with regard to certain drastic revision of the laws of the game which have been lately submitted for their consideration. The suggested alterations are on the lines of those put forward by the Hon. R. H. Lytton, and particularly affect the leg-before-wicket rule. It is proposed that in future a batsman may be out leg-before-wicket either to a ball which pitches straight, and though touching first the bat or hand would have hit the



wicket but for the intervention of the batsman, or to a ball which pitches on the off-side, but would have hit the wicket if the batsman had not been standing in a direct line between wicket and wicket. In order further to assist the bowler to keep down the runs the co-operation of first-class counties is asked to discourage the practice of an exaggerated artificial preparation of the wicket, and to encourage the leaving of longer grass on the pitches. Counties are asked whether they are willing to give a trial to the suggested reforms during the season of 1929, and thereafter if approved to adopt them permanently.

It may be conceded at once, in spite of statisticians who tell us that very high scoring is not common but rather than it was before the war, that there is a growing tendency for the bat to beat the ball. Umpires are being bred in a tradition which teaches them to give the batsman, not the bowler, the benefit of the doubt, and there is a general superstition that the public will only pay to see what are called batting carnivals. Certainly the Hastings crowd were not unwilling to watch the last three wickets of the home county add 300 to the somewhat meagre total of 105 scored by the previous seven Sussex batsmen, but there are still many spectators who like to watch skillful bowling better than easy scoring. What most cricket enthusiasts are concerned about is not so much the high scoring as the rate of scoring. Spectators chafe at the ease with which a batsman defends his wicket and the immense amount of time he spends there. Any rule that can alter this will meet with general approval.

It may or may not be due to the innate conservatism of sportsmen who naturally regard with suspicion any efforts to alter their accustomed practice, but it is noteworthy that the M.C.C. suggestions do not entirely commend themselves to some leading players of the game. One expert would prefer a widening of the wicket, another, no less an authority than Mr. C. B. Fry, sees no connection between high scoring and the existing l.b.w. rule, others, with considerable justice, remind us that a little wet weather would soon put the bowlers on top again, and there are those who put the blame entirely on the prepared wickets. It has also to be remembered that county cricket is not

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

| | |
|---------------------------------------|--------------|
| On London— | |
| Bank, wire | 1/11 7/8 |
| Bank, on demand | 1/11 15/16 |
| Bank, 30 days' sight | |
| Bank, 4 months' sight | 2/- 7/8 |
| Credit, 4 months' sight | 2/- 7/8 |
| Documentary 4 months' sight | 2/1 |
| On Paris— | |
| On demand | 1237 1/2 |
| Credit, 4 months' sight | 1312 1/2 |
| On Berlin— | |
| On demand | |
| On New York— | |
| On demand | 48 3/4 |
| Credit, 60 days' sight | 50 |
| On Bombay— | |
| Wire | 132 1/2 |
| On demand | 132 1/2 |
| On Calcutta— | |
| Wire | 132 1/2 |
| On demand | 132 1/2 |
| On Singapore— | |
| On demand | 85 1/2 |
| On Manila— | |
| On demand | 97 1/4 |
| On Shanghai— | |
| On demand | 77 1/2 |
| 30 day's sight (private paper) | |
| On Yokohama— | |
| On demand | 105 1/2 |
| Gold Leaf, 100 fine (per tael) | |
| Sovereigns (Bank's buying rate) | 9.70 |
| Silver (per oz.) | 28 5/16 |
| Bar Silver in Hong Kong | 4% prem. |
| Chinese Copper Cash nom. | |
| Chinese Copper Cents 6% prem | |
| Rate of Native Interest | 7% p.a. |
| Chinese Sub. Coin | 29 3/4% dis. |
| Hong Kong Sub. Coin Par. | |

LONDON EXCHANGES.

| | |
|----------------------------|------------|
| London, Yesterday. | |
| Paris | 124.10 |
| New York | 4.85 15/16 |
| Brussels | 34.90 |
| Geneva | 25.20 |
| Amsterdam | 12.09 1/2 |
| Milan | 92.75 |
| Berlin | 20.84 |
| Stockholm | 18.13 |
| Copenhagen | 18.19 |
| Oso | 18.19 |
| Vienna | 84.44 |
| Prague | 165 1/2 |
| Helsingfors | 192 1/2 |
| Madrid | 29.39 |
| Lisbon | 107 1/2 |
| Athens | 187 1/2 |
| Bucharest | 79 1/2 |
| Rio | 5 29/32 |
| Buenos Aires | 47 5/16 |
| Bombay | 1/5 31/32 |
| Shanghai | 2 7/8 |
| Hong Kong | 2 |
| Yokohama | 1/10 21/32 |
| Silver Spot | 28 5/16 |
| Silver Forward | 28 7/16 |
| —British Wireless Service. | |

THE SHARE MARKET.

| Stock | Hong Kong |
|------------------------------------|----------------|
| Exchange | Exchange |
| T.T. on London | 1/11 7/8 |
| T.T. on Shanghai | 77 1/2 |
| Bank of China | 113 1/2 |
| Hongkong Bank | 113 1/2 |
| do. Lon. Reg. | 113 1/2 |
| Chartered Bank | 222 |
| Mercantile A. & B. | 224 |
| do. C. | 214 1/2 |
| P. & O. Bank | 99 1/2 |
| Bank of East Asia | 177 |
| Insurance | |
| Canton Insurance | 3690 |
| Union Insurance | 3373 |
| North China Insurance | 1160 |
| Yonghe Insurance | 1160 |
| China Underwriters | 32 1/2 |
| China Fire Insurance | 32 1/2 |
| H.K. Fire Insurance | 3800 |
| Shipping | |
| Donghai | 288 1/2 |
| H.K. Steamships | 274 1/2 |
| H.K. Tugs & Lighters | 42 |
| Indo-China (Pref.) | 385 |
| do. (Def.) | 72 1/2 |
| Shell Transport | 108 1/2 |
| Water-works | 222 |
| Benguet | 22 1/2 |
| Kailan Mining Ad. | 35/- |
| Langkai (Combined) | 79 1/2 |
| do. (Single) | 75 |
| Shanghai Explorations | 72 1/2 |
| Shanghai Loans | 73 1/2 |
| Pachi | 44 1/2 |
| Tronoh Mines | 17 1/2 |
| Docks, Wharves, Godowns, &c. | |
| H.K. & S. Wharves | 113 1/2 |
| H.K. & S. Docks | 337 1/2 |
| China Provident | 1160 |
| Hongkong | 75 1/2 |
| New Engineering | 710 1/2 |
| Shanghai Docks | 710 1/2 |
| Cotton Mills | |
| Ewo Cottons | 11.10 b 11 1/2 |
| Oriental Cottons | 12.40 b |
| S'hai Cottons (Old) | 790 |
| do. (New) | 793 |
| Lands, Hotels & Bldgs. | |
| H.K. & S. Hotels | 88.70 |
| Hongkong Lands | 113 1/2 |
| Shanghai Lands | 113 1/2 |
| Hongkong Estates | 113 1/2 |
| Hongkong Realities | 88.65 b 8.90 s |
| H.K. Territorials | |
| Prince's Buildings | |
| Public Utilities | |
| H.K. Tramways | 24.10 b 24 1/2 |
| Park Tramways (Old) | 113 |
| do. (New) | 80 1/2 |
| Star Ferries | 80 1/2 |
| China Lights (comb.) | |
| do. (Old) | 112.00 |
| do. (New) | 112.00 |
| do. 1928 issue | 112.00 b 12.40 |
| H.K. Electric | 52.05 |
| Electric (New) | 51 1/2 |
| Macao Electric | 32 1/2 |
| H.K. Telephones | 37 1/2 |
| Ch. Spas | 12/- b 13/- s |
| Singapore Telecons | 18/- b 19/- s |
| do. Pref. | |
| Industrials | |
| China Sugars | 11 |
| Maabon Sugars | 117 |
| Canton Ices | 30 1/2 |
| Cements (comb.) | |
| do. (Old) | 80 1/2 |
| do. (New) | 11 1/2 |
| H.K. Ropes (Old) | 37.10 |
| do. (New) | 37.05 |
| United Asbestos | 35 |
| Dairy Farms &c. | |
| Watsons | 114 1/2 |
| Der A. Wings | 50 cts. |
| Iane Crawford | 32 1/2 |
| Mackintosh | 32 1/2 |
| Wm. Pavells | 34 |
| Miscellaneous | |
| H.K. Amusements | 22 1/2 |
| H.K. Constructions | 31 1/2 |
| B. Ind. G. Bonds | 64 1/2 |
| H. K. Govt. Loans | 6% Prem. b |

THE HEAD-DRESS OF QUALITY FOR MEN OF SMART APPEARANCE.



MARCA DEPOSITATA

To insure Style, Quality and Durability

IN ALL THE LATEST STYLES & SHADES. MODERATELY PRICED.

THE WING ON CO., LTD.

THE QUEEN'S MOTOR BOAT CO., LTD.

Queen's Statue Pier.

MOTOR BOATS FOR HIRE

DAY and NIGHT.

MODERATE CHARGES.

Office:—64, Connaught Road C., 1st floor.

Tel. C.459.

SEND YOUR FRIENDS AT HOME.



AND WHEN YOU GO HOME KEEP IN TOUCH THROUGH

THE OVERLAND CHINA MAIL

WEEKLY EDITION OF THE "CHINA MAIL"

Published Every Friday at 3a, Wyndham St. (Telephone Central 22.)

BUSINESS DIRECTORY.

Bookbinders.

THE "CHINA MAIL," Bookbinders.
 No. 3a, Wyndham Street.

Dentist.

HARRY FONG, Dentist,
 1st floor, No. 74, Queen's Road
 Central Tel. Central No. 1255.

Electrical Supplies.

THE GLOBE FOCK CHEONG
 ELECTRICAL SUPPLY CO., LTD.
 72, Queen's Road, Central
 Tel. C. 3270.

Engineers & Shipbuilders.

W. S. BAILEY & CO., LTD.
 Engineers and Shipbuilders,
 Kowloon Bay.
 New Work & Repairs.
 Call Flag "I".
 Sole Agents for Kelvin Motors.

Hair Dressers & Booksellers.

LEE YEE,
 Ladies' and Gentlemen's
 Hair Dressers
 and Booksellers,
 No. 12, D'Aguilar Street.
 (opposite Queen's Theatre).

Hair Dressing Saloon.

HANSON SKEY,
 Ladies' and Gentlemen's
 First Class
 Hair Dressers.
 45, Des Voeux Rd. C., H.K.

Optician.

THE HONG KONG OPTICAL CO.
 Phone 2282.
 53, Queen's Road Central.

Printers.

"THE CHINA MAIL," General
 Printers.
 Publishers and Bookbinders.
 3a, Wyndham Street. Tel. C. 22.



WORLD-CHAMPION TENNIS PLAYER.—Rene La Costa, the French tennis star, and one of the world's greatest players. He is shown here with his training machine which throws the balls in the air for practice play.

FOR SALE.

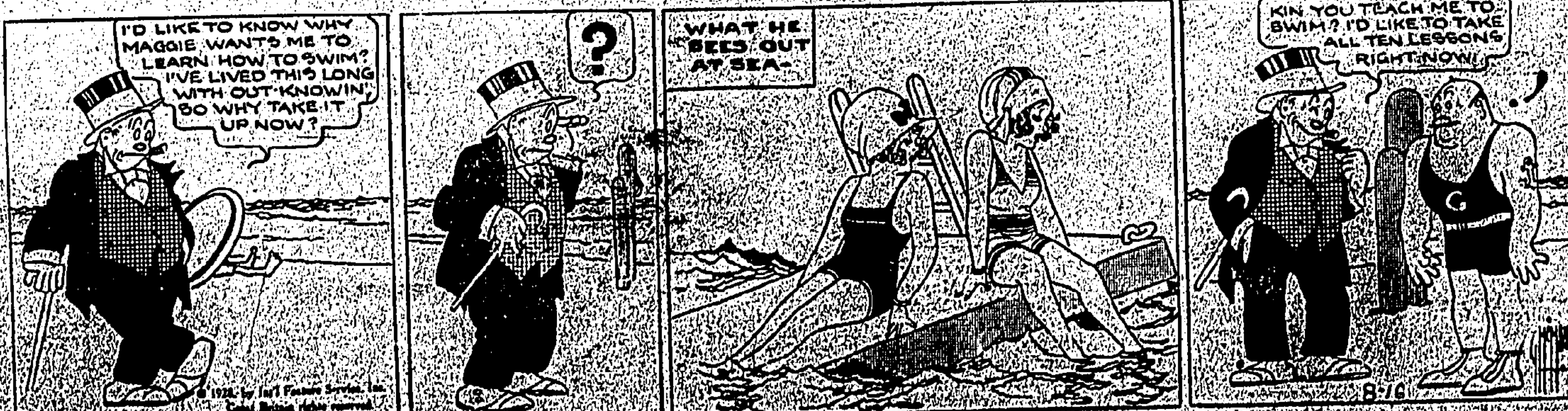
Sutton & Sons' Collections of
 Flower & Vegetable Seeds.
 Specially Arranged for China.

Each collection contains sufficient
 seeds for one season's requirements,
 according to the size of the garden.
 Collection of Flower
 Seeds, only, at \$5. 5/ 12.
 Collection of Veget.
 Seeds, only, at \$5. 5/ 12.
 Collection of Flower
 and Vegetable Seeds,
 including both, at \$5. 5/ 12.

GRACE & CO.

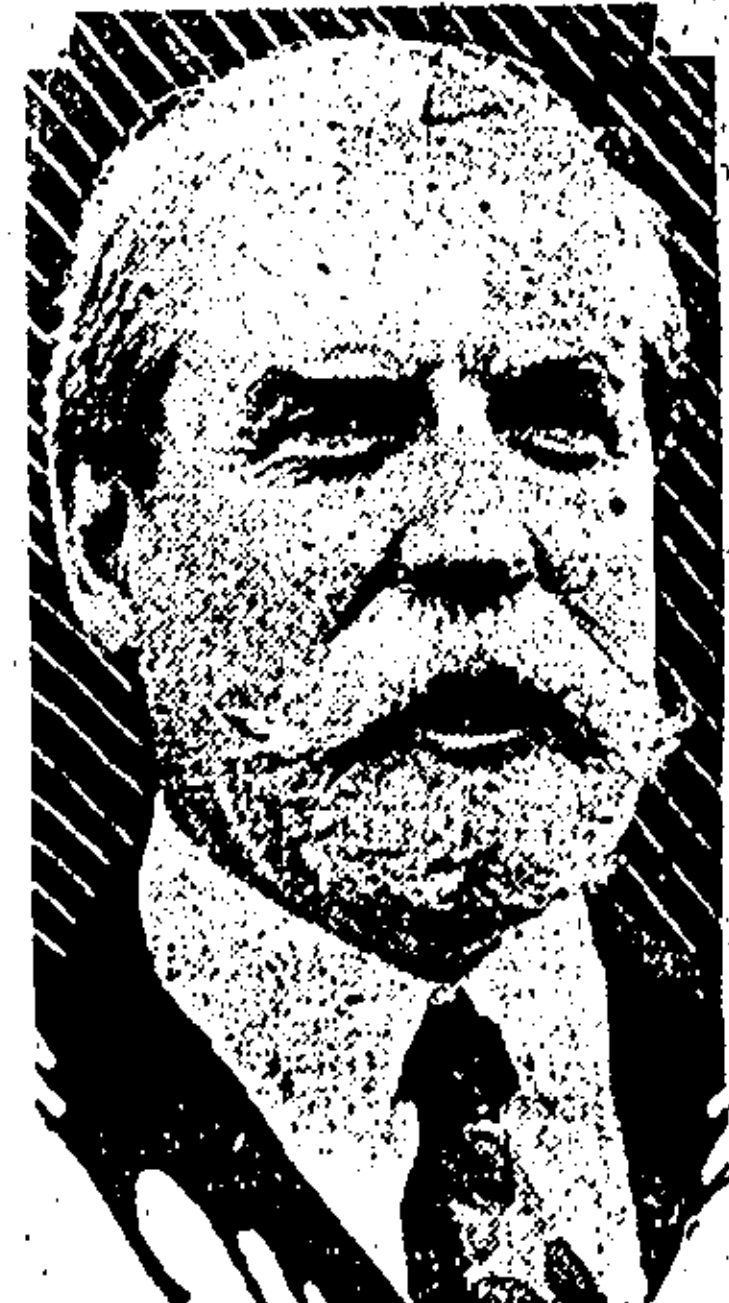
Dealers in Garden Seeds, Philatelic
 Goods, Pictorial Post Cards, Toys,
 etc.
 No. 10, Wyndham Street,
 P.O. Box 244, Hong Kong.

BRINGING UP FATHER.



WORLD NEWS IN PICTURES.

League Job for Him.



Charles E. Hughes, former secretary of state, who, it is announced, has been nominated by 28 nations for the seat in the permanent court of international justice vacated by John Bassett Moore. His election by the League of Nations Assembly in September was confidently expected.

Her Romance Cooled.



Mary Stewart Odam, 25, who is suing Thomas F. Hintze, engineer, for \$875,000 halm because, she alleges, he became her husband by "expression and intention" when he already possessed a wife. Miss Odam described herself as an ultra-modern bride.

Famous Rider Passes.



Mrs. Rosalie de la Mar Toutsaint Witcher, the first woman circus bareback rider, who was found dead in the house near Batavia, N. Y., in which she had lived the life of a recluse for twenty-five years. In her old age she earned her living by telling fortunes and cultivating a meagre garden.

"Many Kiddies."



Dr. Abraham A. Brill, whose advice to women is to have lots of children.

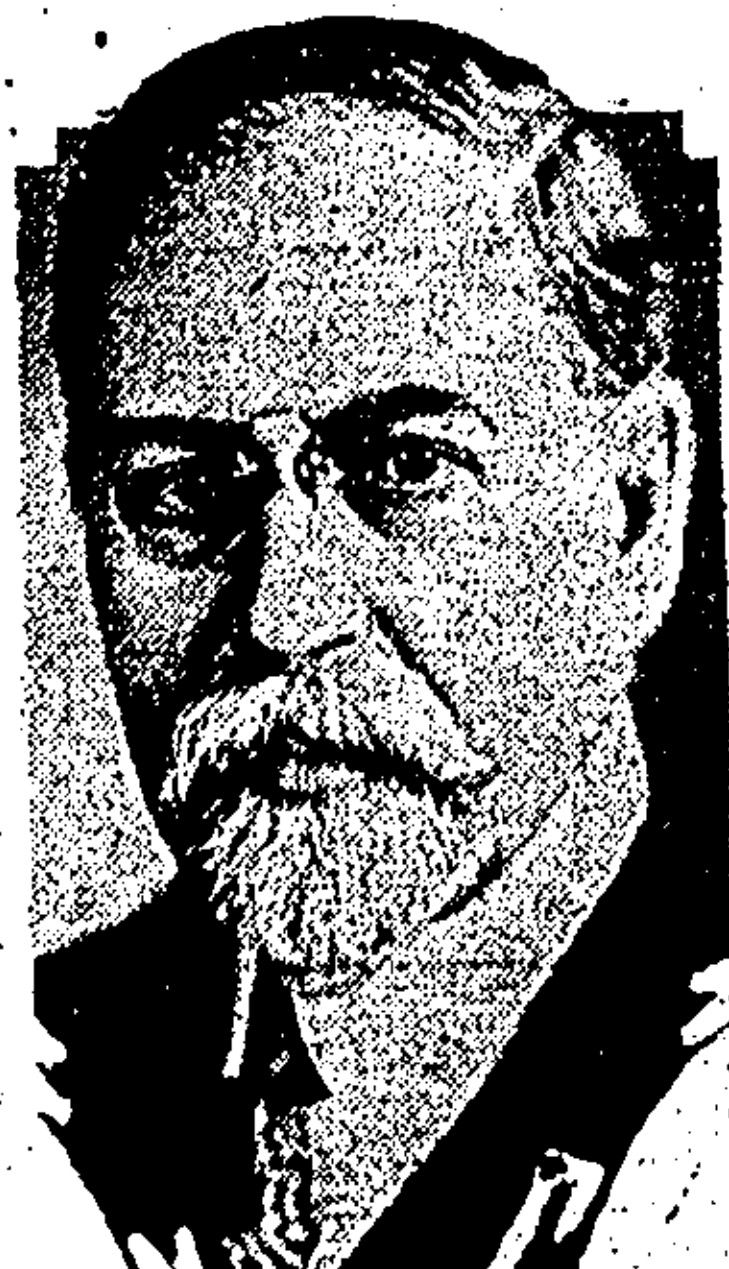
They Seek Endurance Crown.



Photo shows Anna and Okey Bevins, newlywed aviators, who are planning an attempt to shatter the world's endurance record in a flight over the cornfields of Kansas. The bride is 18 and a Kentuckian. The romance began when Okey taught her to fly.



Benefit of Farmers.



E. R. A. Seligman, of Columbia University, who has been requested by John J. Raskob, national Democratic chairman, to draft a plan for the benefit of American farmers. He has signified his willingness to prepare the measure.

Wife Held in Love Slaying.



Mrs. Frances Kirkwood, 32, Woodside, L. I., woman, being led away by a policeman for questioning after she had admitted burying six inches of carving knife in the back of Dr. Glenn Kirkwood, her handsome husband. She was driven to the deed, she said, by her husband's philandering. In fact, Kirkwood at time of his graduation.

"Hizzoner" Is Back.



On his 42-day swing around the continent, Mayor James J. Walker, New York's snappy burgomaster, saw so much scenery, he says, that he'll never be able to look a Christmas tree in the face, again. Here's "Hizzoner" back at his desk in City Hall.

Atlantic Airmen.



Majors Casimir Kubala and Louis Idzikowski, intrepid Polish aviators, who, undeterred by the fate of Captain Frank T. Courtney and his companions, took off from Le Bourget Field, Paris, on a non-stop flight to New York.

Tex Deals Herself a Hand.



But the first card to turn in her game of solitaire was the ace of spades, which, if you remember your omens, means that "a dark man" is lurking just around the corner. Not so good, said La Guinan. A few minutes later she was held in \$1,000 bail for alleged violation of the prohibition law.

THE

TELEPHONE

HANDBOOK.

JULY-DECEMBER, 1928.

NOW ON SALE

Price - \$1.00.

(SPECIMEN PAGE).

- Central—22 "CHINA MAIL" (Newspaper), 3a, WYNDHAM ST.
 Central—22 HONG KONG DOLLAR DIRECTORY CO., 3a, Wyndham St.
 Central—22 HONG KONG HERALD PUBLISHING CO., 3a, Wyndham St.
 Central—22 HONG KONG SUNDAY HERALD, 3a, WYNDHAM ST.
 Central—22 NEWSPAPER ENTERPRISE, LTD., 3a, Wyndham St.
 Central—22 Sunday Herald, The, 3a, Wyndham St.
 Peak—22 H.K. Tramways, Ltd., General Manager's Res., 358, The Peak.
 Peak—22 Bellamy, L. C. F., Res., 358, The Peak.
 Kowloon—22 Green Island Cement Co., Cement Works, Hok-on.
 Central—23 Anderson, Dr. J. W., Office, Alexandra Bldg.
 Central—23 Aubrey, Dr. G. E., Office, Alexandra Bldg.
 Central—23 Durran, Dr. J. C., Office, Alexandra Bldg.
 Central—23 Macgown, Dr. J. C., Office, Alexandra Bldg.
 Central—23 Jordan, Pierce-Grove, Aubrey, Macgown, Anderson & Durran, Drs., Alexandra Bldg.
 Peak—23 Butterfield & Swire, Little, J. H., Res., 183, The Peak.
 Kowloon—23 Ye Fong Chan, 136, Temple St.
 Central—24 Tak Shun Bank, 155, Queen's Rd. C.
 Peak—24 Reeve, G. W., Res., 112, The Peak.
 Kowloon—24 Dixon, H., Res., 4, Lysemoon Villas.
 Central—25 H.K. & Whampoa Dock Co., Ltd., Aberdeen Dock, Aberdeen.
 Peak—25 Dyer, R. M., Res., 508, The Peak.
 Peak—25 H.K. & Whampoa Dock Co., Ltd., Chief Manager's Res., 508, The Peak.
 Kowloon—25 Eastern Store, 314, Nathan Rd.
 Central—26 Alice Memorial Hospital, 72a, Hollywood Rd.
 Peak—26 Matilda Hospital, 167-169, The Peak.
 Peak—26 Sanders, Dr. J. Herbert, 187, The Peak.
 Kowloon—26 Tin Chan, 91, Aplu St.
 Central—27 Ross, Alex. & Co. (China), Ltd., Prince's Bldg.
 Peak—27 Yapp, P. A., Res., 519, The Peak.
 Kowloon—27 Bond, C., Res., 106, Kowloon Tong.
 Central—28 Police Station, Shaokwan.
 Peak—28 Chubb, S. F., Res., 50a, The Peak.
 Kowloon—28 "Knutsford Terrace," Private Hotel, 1, Knutsford Terrace.
 Central—29 Mackintosh & Co., Ltd., Alexandra Bldg.
 Kowloon—29 Durran, Dr. J., Res., 60, Nathan Rd.

Every Telephone Subscriber should have this valuable handbook, which contains all telephone numbers in numerical order.

□ □ □

THE HONGKONG DOLLAR DIRECTORY CO.

3a, Wyndham Street.

KNOW CHINA

Lack of knowledge of China, the Chinese, their Art, Literature, Folklore, Traditions, History, Drama and Philosophy is one of the main causes contributing to misunderstanding and race antagonism in this country.

THE CHINA JOURNAL

has been established for the precise purpose of making China, the Chinese and all that the country contains and stands for known to the World at large.

A High-Class, Profusely Illustrated Monthly Magazine, containing numerous articles by Experts. Thoroughly Authentic.

SUBSCRIBE NOW AND

KNOW CHINA

ANNUAL SUBSCRIPTION, \$10.00 (Shanghai Currency) Post free in China; \$1.00 extra in Hongkong and abroad. Single Copies: \$ 1.00

At any Bookstore or direct from the Office of

THE CHINA JOURNAL

8 Museum Road, Shanghai.

Among the good things



which lighten
the 'white
man's burden'

The 'Viyella' character is particularly appreciated in those distant places where shirts and pyjamas are called upon to withstand exacting conditions of climate, wear and washing.

Minimizing the discomfort and danger of changes of temperature—ensuring you restful sleep when you need it—and bearing without the least discomposure the trials of careless laundering.

Whether you are wearing 'Viyella' in the city office or "up country," you enjoy a comfort, protection and confidence of good appearance, which no other material but this unique fine flannel could give you.

In distinctive stripes for Day Shirts and Pyjamas—in plain cream for Tennis wear. All in various weights.

From first-class Stores
throughout China and
the East.

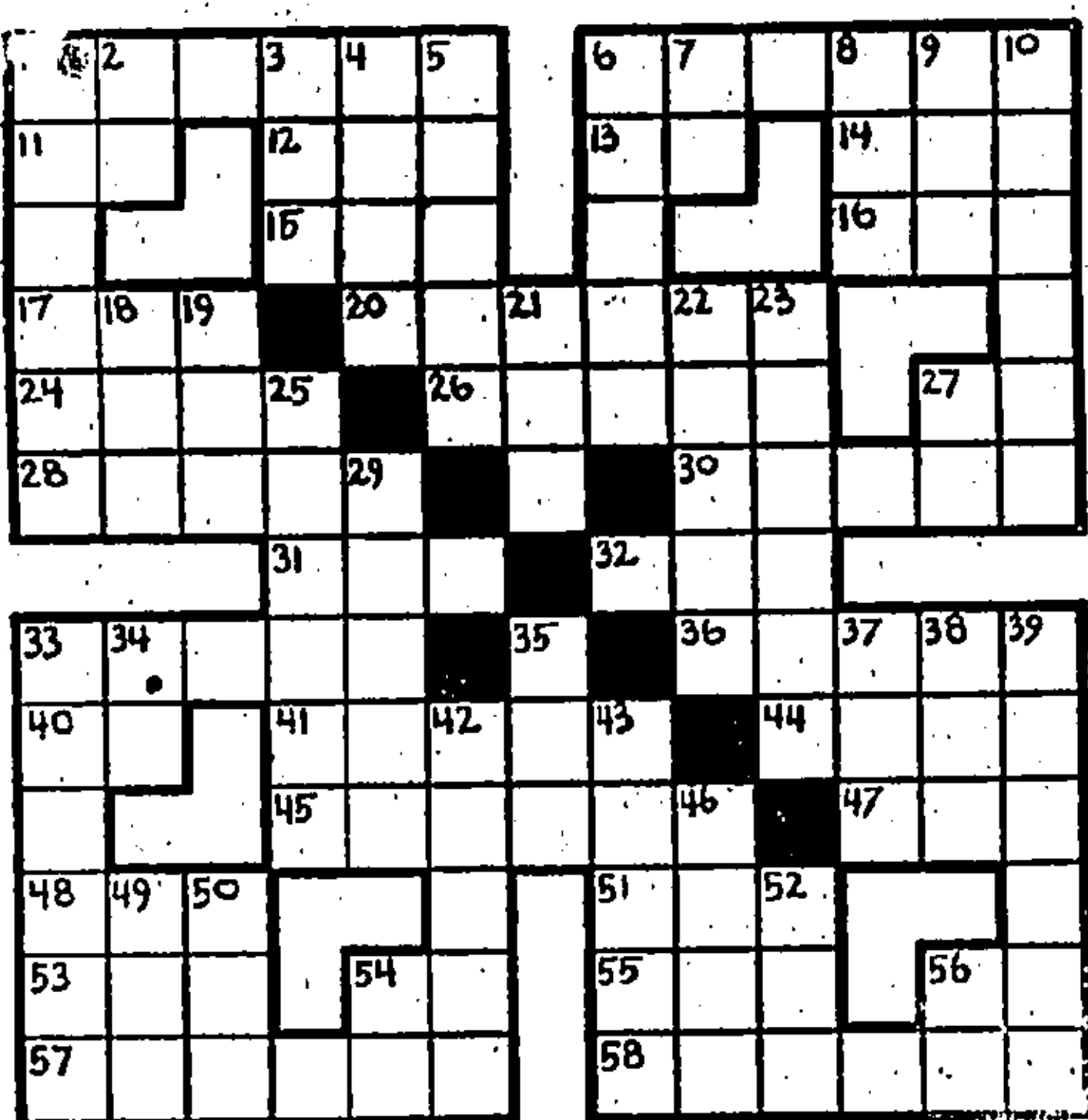


BE SURE YOU GET GENUINE
'VIYELLA' WITH THE NAME
'VIYELLA' ON DETACHABLE
SERVICE LABELS. REFUSE
ANY NOT SO MARKED.
If any difficulty in obtaining, please
write to Wm. Hall & Co. Ltd.
(Incorporated in England), 88, Viyella
House, Old Change, Chancery
Lane, London, E.C.4.

"Viyella"
unshrinkable
fine twill flannel
BRITISH AND GUARANTEED

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert
but our readers are warned to look out for occasional
phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-Blending
- 6-More desirable
- 11-Like
- 12-Vehicle
- 13-Public notice (abbr.)
- 14-Natural mineral
- 15-Self
- 16-To stuff
- 17-2000 lbs.
- 20-Sweeps down
- 24-Female sheep
- 25-Fabric woven from flax
- 27-Preposition
- 28-Staggers
- 30-Classifies
- 31-Consumed
- 32-Card game
- 33-Under
- 36-To disperse a liquid in fine particles
- 40-Exclamation
- 41-Wipe out

HORIZONTAL (Cont.)

- 44-Aggravated
- 45-Cuts
- 47-Light meal
- 48-Also
- 51-Knock
- 53-Terminals
- 54-Musical note
- 55-Ostrich-like bird
- 56-Article
- 57-Conveyed title
- 58-Twilled cotton goods (pl.)

VERTICAL

- 1-Ruler
- 2-Exists
- 3-Freeze
- 4-Pesters
- 6-Grumble
- 6-Leader's wand
- 7-Man's name (abbr.)
- 8-Try
- 9-Period of time
- 10-Fortification (pl.)

VERTICAL (Cont.)

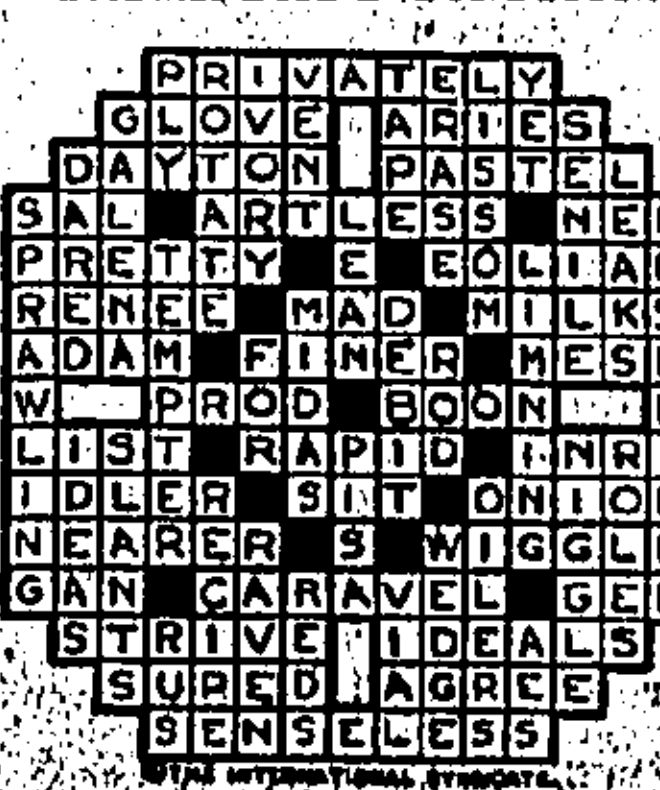
- 10-Be indebted
- 10-Born
- 21-Lubricate
- 22-Mexican coin (pl.)
- 23-Price
- 25-Roof covering (pl.)
- 27-Pronoun
- 29-Warehouse
- 33-Seasoned
- 34-Exclamation
- 35-Employ
- 37-Decay
- 38-Land measure (metric system)
- 39-Long
- 42-Evade
- 44-Sinned
- 46-Identical
- 48-Unit
- 50-Poem
- 52-Joke
- 54-Pronoun
- 56-Before noon (Latin abbr.)

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will give you a clue to other words.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published—

| Island. | Feet. |
|------------------------|-------|
| Victoria Peak | 1822 |
| Signal Station | 1774 |
| Mt. Parker | 1734 |
| Mountain Lodge | 1725 |
| The Eyrie | 1725 |
| Peak Hotel | 1805 |
| Tai Koo Sanatorium | 1000 |
| Mt. Davis | 877 |
| Bowen Road (Alterbeds) | 297 |
| Tai Mo Shan | 8124 |
| Mainland. | Feet. |
| Kowloon Peak | 1971 |

OLD TITLE

ROMANCE OF THE
DRUM-MAJOR

MAN OF MANY PARTS

[By Major T. J. Edwards.]
Army Order 139, just published, reintroduces the old title of "Drum-Major," officially designated since 1881 "Sergeant-Drummer." In the following article Major Edwards traces the history of the office from its earliest days.

The drum is the lineal descendant of the Biblical timbrel, and no doubt its primitive simplicity in construction would give it an early place in the methods of expression in both civilised and uncivilised peoples. In the Chinese "Book of War," written in the fifth century B.C., Sun the Master said: "By means of drum, bell and flag, the direction of large forces in battle is possible," and Wu the Master said, "In the teaching of war, spears are given to the short; bows and catapults to the tall; manners and standards to the strong; the bell and drum to the bold; fodder and provision to the feeble; the arrangement of the plan to the wise."

Even in those remote days the drum had a very important place in the tactical arrangements of an army, and success or failure pivoted largely on the personal qualities of the drummer, a circumstance which finds a place in our present Army Field Service Regulations in the following words: "Success in war depends more on moral than on physical qualities."

Introduced by Crusaders the drum was introduced in Europe by the Crusaders, who borrowed the idea from the Saracens. Its early employment was near the standard, where it assured the men, in the din and dust of battle, that the flag was still flying. This is the reason the drummers are depicted excitedly in battle pictures of early times.

The earliest employment of drums in the British Isles appears to have been at the battle of Halidon Hill (1133); and Edward III had them again at his triumphal entry into Calais in 1347. Among the household expenses of Henry VII. in the nineteenth year of his reign there is an item: "To on (e) that played upon the drums, 6s 8d"; and in the diary of the siege of Boulogne, 1544, it is stated that the drummers marched at the head of the King's (Henry VIII.) Army.

So important was the beating of a march of drummers that Charles I. issued a warrant concerning the matter: "Whereas the ancient custom of nations hath ever been to use one certain and constant form of march in warres, whereby to be distinguished from one another. And the march of this our English nation, so famous in

all honourable achievements and glorious warres of this our kingdom, in foreign parts (being by the approbation of strangers themselves, confest and acknowledged the best of all marches)—then following instructions regarding the march—"To the end that so ancient, famous and commendable a custome may be preserved as a pattern and precedent to all posterity."

The "Master-Drummer" the person at the head of the drummers seems to be about the middle of the sixteenth century, Farmer ("History of Military Music in England") refers to him thus: "These officers first appeared in the reign of Edward VI. (1547-1553), when Benedict Browne was sergeant-trumpeter and Robert Bruer was 'Master-drummer.'"

In mediaeval times "the drummer" and "the drummer-master," or his equivalent, were always referred to as "officers," but the term did not refer to the commissioned officers, but rather to those persons, other than fighting men, who were necessary to the effective employment of a unit. The pay-list of the army in Ireland under Lord Essex in 1598 shows that the drummers were paid at the same rate as surgeons, viz., one shilling a day, from which it is inferred that they were of equal importance.

Robert Ward, writing in 1639 ("Anecdotes of War"), sets out very clearly the duties of the "drumme." He says, "A drumme is one of the necessaries officers to a Company, and drivers passages of waight and moment he is to be employed in; for many times they are sent to Parlie with the Enemy, and to redeeme Prisoners from the Enemy; therefore he ought to be a man of personage, faithful, secret, and trusty; He ought to speak several languages, especially the Drumme of a Colonel's Company ought to be thus qualified, he hath Command of all the Drummers of the Regiment, and upon a march hee appoints every Drumme his place."

Ward continues his list of the virtues which this paragon should possess, and a truly wonderful person this "drumme" would have been had he acquired but a fraction of the total. The writer also counsels him to "be very wary that nothing be screwed from him, neither by fayre nor foul means." When one remembers that in those days the "screwing" was no figure of speech, Ward expected a lot from the Drumme.

A Lapse From Virtue
This catalogue of virtues appear to have been entirely ignored by one John Correl a drum beater of the Honourable Artillery Company, for at a Court on Dec. 29, 1670, it was ordered that his name should be raised out of the Great Book "for his unmanly action in biting off his wife's nose."

A warrant of George III. dated 1777, is in existence appointing "our trusty and well-beloved

Charles Stuart, gent." to be "drum major general of our forces"; and in the "London Gazette" of March 5, 1791, "Drum-Major William Hood, of the Coldstream Regiment of Foot Guards, is, to be drum-major-general, vice Charles Stuart, deceased." Gross ("Military Antiquities") states: "There was in the King's household an officer styled, drum-major-general of England, without whose licence no one could, except King's troops, formerly beat a drum."

Whatever exalted rank drummers held previously, in 1778 they must have descended to that of the present day, for Thomas Simes, writing in that year on their duties, states, "You are always to have with you your apparatus for punishing, as it is often found necessary to hold regimental court-martials at the drum-head, and it should be an established rule that a man that receives 100 lashes or more should pay you 2d., and if punished a second time for another offence, 6d. No cat to have more than nine tails."

Farmer has a very interesting note on the first drummer of the Royal Artillery, one Joseph Brome, who first appears in the pay lists of 1721, at the age of 8 years. Brome rose to be a lieutenant-general, and was three times commandant of Woolwich garrison. On one occasion while he was commandant he was entering the Warren (now the Royal Arsenal) when the guard turned out, presented arms, and the drummer beat two ruffles. Little Brome ran up in great displeasure to the drummer, and upbraiding him for his inefficiency in the art of drumming, snatched the drum away, passed the suspending belt over his own neck, and began to rattle away in a very superior style. Finishing with the two ruffles, he exclaimed, "There, you young dog, that's the way I used to drum when I was a drummer." Since 1899 the drum-majors of the battalions of Foot Guards have been Royal Household drummers, and wear a State uniform, richly embroidered with gold.

Miss Gladys Cooper reappeared on the West End stage on September 5, when she played the lead in "Excelsior," an adaptation of a French comedy, at the Playhouse.

WHY?

Why make yourself a slave in the daily use of salts or gassy liquid aperients when a couple of Pinkettes, taken say once a week, will keep your system clear and healthy, and promote daily regularity. Of chemists everywhere.

PINKETTES
"THE DAINTY LITTLE LIVER
AND INTESTINAL REGULATORS"
KEEP YOU WELL

FIFTY YEARS OF SUCCESS
1878-1928

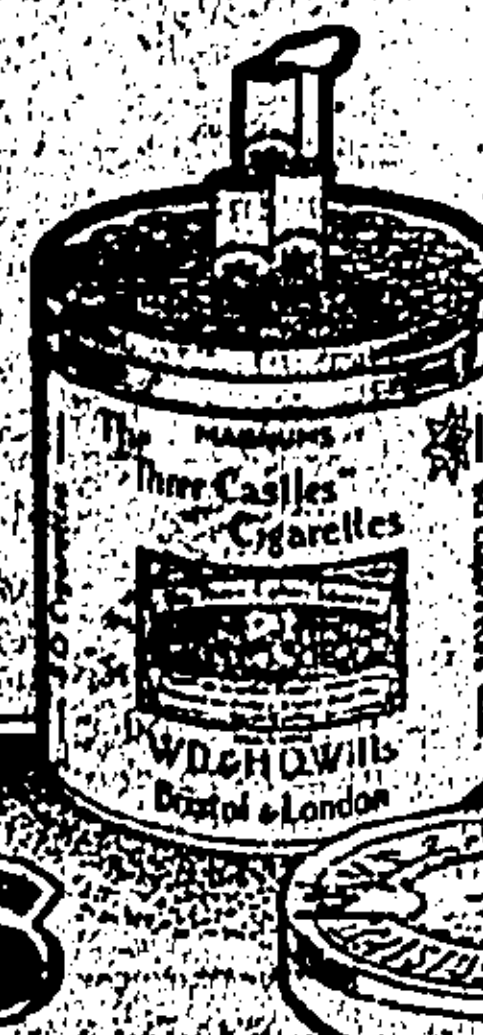
NOT

THE BEST BECAUSE THEY'RE
THE OLDEST

BUT

THE OLDEST
BECAUSE
THEY'RE THE BEST!

**Three
Castles**



ALSO PACKED
IN REGULAR
50s AND 20s

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL
Telegraphic Address: "CENTRAL, SHANGHAI"
HOTELS,
LIMITED.

In association with the Grand Hotel
des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed
Rooms, newly renovated and installed with Box Spring
Beds, Hot and Cold Water, also Telephone.
Hotel Launch meets all steamers.

TEA DANCES:

Monday, Wednesday and Friday,
From 6 to 7 p.m.

Tel. Add: "Victoria."

J. H. WITCHELL,
Manager.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA.
MACAU.

Cable Address:—"RIVIERA, MACAU."

ST. FRANCIS HOTEL

Where one can obtain a comfortable room, with excellent
cuisine, at a reasonable rate.

TRY OUR TIFFINS

Give us an opportunity to show you what we can do
in the way of a FIRST-CLASS DINNER.

13, Queen's Road C.

Tel. C. 5184.

ADELPHI HOTEL.
SINGAPORE.

THE ONLY HOTEL IN SINGAPORE FITTED THROUGHOUT
WITH MODERN SANITATION AND SHOWERS
IN EVERY BATHROOM.

TEA DANCES

EVERY TUESDAY.

AFTER DINNER DANCES

EVERY WEDNESDAY, THURSDAY AND SATURDAY.

ROOF GARDEN CINEMA

EVERY SUNDAY AND MONDAY EVENING.

LADIES' LOUNGE

PALM COURT

Cables: Adelphi.

ADELPHI HOTEL LTD.
HARRY H. WILLIES,
Managing Director.

TYPHOON MAP
OF THE
CHINA SEA

THE LANDSMAN'S HANDY
GUIDE TO LOCATING THE
CENTRE OF A TYPHOON.

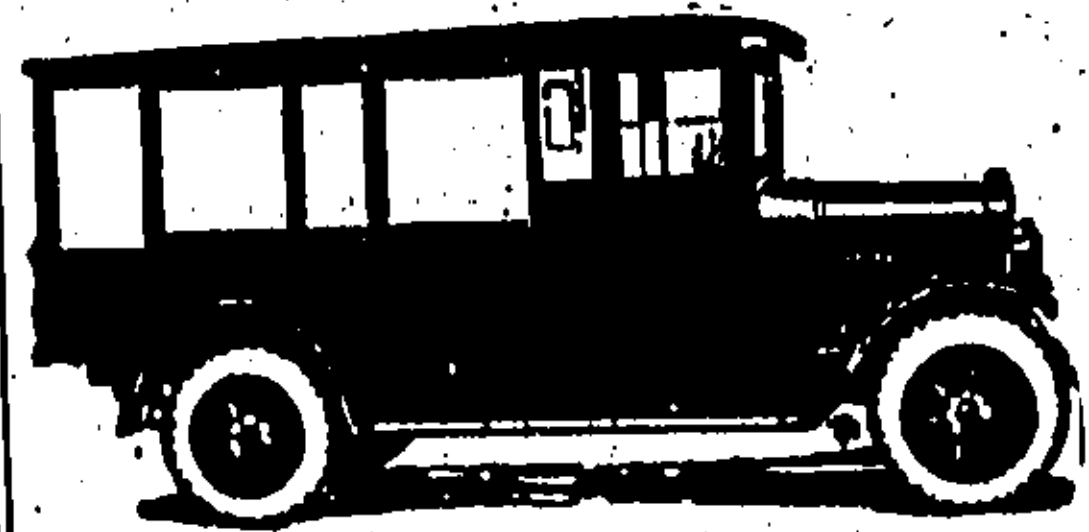
PRICE 30 CENTS.

TO BE OBTAINED FROM

THE NEWSPAPER ENTERPRISE LTD.
CHINA MAIL OFFICE,
3A WYNDHAM STREET.

MASSEUR R. SHIMIZU.
MASSEUSE S. HONDA.
MASSEUSE S. KIKAKI.
Expert Japanese Masseurs.
24, WYNDHAM STREET.
Tel. C. 4945.

TANG YUK, DENTIST
Successor to
the late SIEN TING.
14, D'Almeida Street.
TERMS VERY MODERATE
(Consultation Free.)

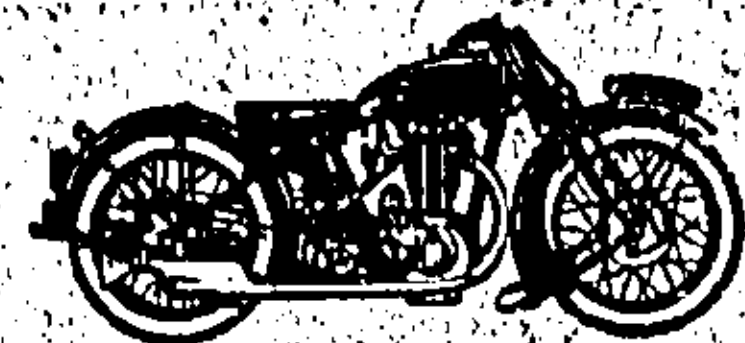


FEDERAL TRUCKS.
1-7 1/2 Ton Capacity.
Sole Agents:—
KIN CHEONG HONG.
37, Connaught Rd. C. Tel. C. 6.

China Mail

ESTABLISHED
1845

HONG KONG, WEDNESDAY, SEPTEMBER 26, 1928.



ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.

Sole Agents:—
A. LUNG & CO.
19, Queen's Road C. Telephone C. 1219.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"SARPEDON" 3rd Oct. Marseilles, London, Rotterdam & Glasgow
"GALCHAS" 10th Oct. Marseilles, London, Rotterdam & Glasgow
"PATROCLUS" 31st Oct. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"EURYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA
"PROTEUS" 5th Oct. Victoria, Vancouver & Seattle
"TALITHYBUS" 27th Oct. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"AGAPRON" 17th Oct. New York, Boston & Baltimore
"PYRRHUS" 16th Nov. Boston, New York & Baltimore

INWARD SERVICE.

"MERIONES" Due 26th Sept. For Shanghai, Kobe & Yokohama
"ASTYANAX" Due 10th Oct. For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

"SARPEDON" 3rd Oct. Singapore, Marseilles & London
"PATROCLUS" 31st Oct. Singapore, Marseilles & London

*Sails at daylight
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

| From | THURSDAY, SEPTEMBER 27. | Per |
|--|-------------------------|---------------------|
| Shanghai and Swatow | ..... | Szechuen |
| Japan and Shanghai | ..... | Kashgar |
| Europe via Suez (Letters & Papers 30th Aug. and Parcel mail London, 23rd Aug. .... | ..... | Khiva |
| U.S.A., Canada, Japan and Shanghai | ..... | President Cleveland |
| Straits | ..... | Lahore |
| ..... | SATURDAY, SEPTEMBER 29. | ..... |
| Straits | ..... | Talma |
| Manila | ..... | Empress of Canada |
| ..... | SUNDAY, SEPTEMBER 30. | ..... |
| Japan and Shanghai | ..... | Fushimi Maru |
| ..... | FRIDAY, OCTOBER 5. | ..... |
| Australia and Manila | ..... | Changte |
| ..... | TUESDAY, OCTOBER 9. | ..... |

OUTWARD MAILS.

| For | WEDNESDAY, SEPTEMBER 26. | Per |
|--|--------------------------|---------------------|
| Shanghai | ..... | Hupei |
| Sam Shui and Wuchow | ..... | Tai Ming |
| ..... | THURSDAY, SEPTEMBER 27. | ..... |
| Holhow and Halphong | ..... | Menado Maru |
| Straits | ..... | Van Heutz |
| Holhow, Pakhoi and Halphong | ..... | Tan |
| Sandakan | ..... | Hinsang |
| Port Bayard | ..... | Tai Poo Sek |
| Formosa | ..... | Argun Maru |
| Shanghai | ..... | Chenan |
| ..... | FRIDAY, SEPTEMBER 28. | ..... |
| Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 18th Oct. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m. .... | ..... | St. Albans |
| Swatow, Amoy and Foochow | ..... | Hai Ching |
| Shanghai, Japan and Europe via Siberia | ..... | Khiva |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 27th Oct. K.P.O. Parcels 4.30 p.m. Registration (Sept. 29th), 9 a.m. Letters (Sept. 29th), 10 a.m. G.P.O. Parcels 5 p.m. Registration (Sept. 29th), 9.45 a.m. Letters (Sept. 29th), 10.30 a.m. .... | ..... | Kashgar |
| ..... | SATURDAY, SEPTEMBER 29. | ..... |
| Japan | ..... | Bokuyo Maru |
| Manila | ..... | President Cleveland |
| Shanghai and Europe via Siberia | ..... | Szechuen |
| ..... | SUNDAY, SEPTEMBER 30. | ..... |
| Swatow, Amoy and Formosa | ..... | Kiyu Maru |
| Bangkok via Swatow | ..... | Kiyu |
| ..... | MONDAY, OCTOBER 1. | ..... |
| Shanghai, Japan and Victoria, B.C.—due Victoria, B.C., 22nd Oct. Parcels 5 p.m. Registration 5 p.m. Letters (Oct. 2nd) 8.30 a.m. President Lincoln | ..... | ..... |

AMERICA AND THE "COMPROMISE"

THE REPLY

PRES. COOLIDGE AND THE U. S. NAVAL BILL

"POINTED DECLARATION"

Washington, Yesterday. The State and Navy Departments are putting the finishing touches to their reply to London and Paris with regards the Anglo-French Naval Compromise.

It is learned that Pres. Coolidge is drawing attention to the United States future naval programme and a somewhat pointed declaration has been issued from the White House to the effect that Pres. Coolidge is proceeding on the assumption that pending the Naval Bill, authorising the construction of 15 cruisers and one aeroplane carrier, would be passed by Congress next session.

The Bill, passed by the House of Representatives, was shelved by the senate last session largely owing to strong criticisms of various Church and Peace Societies. It is now believed that Pres. Coolidge, plucked by the supposed Anglo-French accord, intends to push the measure as soon as Congress is convened. Reuter's American Service.

"ONLY FOR WOMEN"

MERCHANT'S VIEW OF OLD FORM OF OATH

CUTTING THE COCK'S HEAD

That he did not think it was necessary and that, at any rate, it was "only for women," was the reply given by Mr. Mok Ting-fong, of the Union Pacific Trading Co., No. 5, Duddell-street, in the witness box in the Summary Court yesterday, when challenged by the opposing side to take the old form of Chinese oath by cutting the head of a cock in a temple.

Mr. Mok sued Mr. Ip Hung, alias Ip Yuk-on, No. 80, Des Voeux-road Central, 1st floor, for \$95 under an I. O. U.

Appearing for Mr. Mok, Mr. P. M. Hodgson alleged that the money had been lent at defendant's request, at the Kowloon railway station.

For the defence, Mr. Leo d'Almada Castro, Sr., (having entered a special defence of "illegality") maintained that plaintiff had told defendant, while both were in a gambling saloon at Samchun, just across the frontier, that a sum had been lost on joint account at fantan, and that plaintiff had induced defendant to sign the I. O. U. when returning by train to Hong Kong.

"Decision on Merits"
It was during cross-examination of plaintiff that Mr. Leo d'Almada asked if the Pulane Judge (Mr. Justice P. Jacks) would give leave to put the challenge of cutting the cock's head. His Lordship said that if both parties were willing, he would order an adjournment so that a settlement could be come to.

Mr. Leo d'Almada added that if plaintiff did take the oath, his client would willingly pay. Plaintiff declined. On his behalf, Mr. Hodgson said that he wished the case to be decided on its merits, adding, to Mr. Leo d'Almada, "It is a little touch to strengthen your case. I know all about it. It is time this ancient practice were given a rest." Judgment was given for the plaintiff for the claim and costs.

LI CHAI-SUM

EXPECTED TO RETURN SOUTH SHORTLY

Shanghai, Yesterday.

Marshal Li Chai-sum is going south shortly but is returning to Nanking as soon as the disbandment and re-organisation of the 8th Route Army (i.e. Marshal Li's command in Kwangtung) has been completed.—Reuter.

TO TOKYO

VON HUENEFELD AT KARACHI

Karachi, Yesterday.

Baron von Huenefeld, who flew the Atlantic in the "Bremen" with Captain Koehl and Commandant Fitzmaurice, has arrived here. He is on a flight to Tokyo in the aeroplane "Europa" accompanied by the Swedish engineer Lindner.—Reuter.

MADRID A CITY OF MOURNING

SAD SCENES

40,000 PEOPLE KNEEL IN STREETS DURING FUNERAL

KING REPRESENTED

Madrid, Yesterday.

The whole city is in mourning. Over 40,000 knelt in the streets to pay their respects at the funeral of the victims of the theatre fire, who now number 110.

A representative of King Alfonso and the whole Cabinet and Diplomatic Corps marched in an endless procession to the cemetery. Several carriages were loaded with wreaths. All the victims were buried at the public's cost, and all cinemas and theatres were closed.—Reuter.

"WANTED" MAN

EXTRADITION PROCEEDINGS CONCLUDED

AN "OUTRAGE"

Yesterday afternoon extradition proceedings, against a Chinese named Tsang Yu, who is wanted by the Canton authorities for alleged kidnapping in Chinese territory, was concluded before Mr. R. E. Lindsell, who committed the fugitive to the Victoria Jail to await an order from his Excellency the Governor for his extradition to Canton. The fugitive has the opportunity of appeal to the Supreme Court on a writ of habeas corpus by the usual stay of execution for a period of 15 days.

Mr. F. H. Loseby, for the defence, complained that the mistress of fugitive's wife, living in Staunton-street, had been sent for by the police and closely questioned.

When Mr. Somerset Fitzroy, assistant Attorney General admitted that this woman had been questioned by the police, Mr. Lindsell said that he had never heard of such an outrage as the questioning of persons prior to their being called to give evidence. His Worship said: "It is perfectly outrageous, and I hope you will draw the attention of the Captain Superintendent of Police on the matter."

Mr. Lindsell found that the evidence for the Crown was such as to raise not only a clear prima facie case on the charge, but also sufficient to raise a strong presumption of the fugitive's guilt.

Mr. Loseby said that what his Worship found as a fact was not binding on any other Court to which the case might be taken on a writ of habeas corpus.

KIDNAPPED

TWO HONG KONG BOYS HELD FOR TWO YEARS

RESCUED AT LAST

In amplification of the brief paragraph which appeared in yesterday's "China Mail," concerning the recovery of two small Chinese boys after having been kidnapped for two years, it is reported in the vernacular Press that one of the boys is a son and the other a grandson of Mr. Tang Yuen-cheung, a well-known merchant of this Colony.

Two years ago, says the report, a man named Yu Sum, a native of Shuntak (an important silk centre of Canton), who had been employed by Mr. Tang Yuen-cheung, as a shroff for some ten years, was visited by a man named Yu Man-sing. After staying in the house for a few days, this man brought Mr. Tang's son under pretence that they were going to take tea. Later, he went to a Chinese school in which the grandson of Mr. Tang was studying, and there he accompanied the boys to a motor boat and afterwards took them into Chinese territory.

A letter was subsequently received by Mr. Tang demanding a ransom of \$100,000 for the release of the boys. Later, the sum was reduced to \$50,000, but no compromise was made.

Finally, the case was brought before the notice of the fourth army at Canton. Soldiers were despatched to "round up" villages at Shuntak where the kidnappers were believed to be and ultimately the victims were rescued.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand to-day was 1/12 1/2/16.

INDIAN PRINCES AND THE RAJ

MAHARAJAH'S VIEWS

UNSHAKEABLE ATTACHMENT TO THE CROWN

DIFFERENT ENTITIES

Montreux, Yesterday.

Outspoken views as to the relationship of Indian ruling princes and the British Government were expressed by the Maharajah of Patiala to Reuter's correspondent.

The Maharajah emphasized that the princes' attachment to the crown was unshakeable and they were profoundly convinced that the British connection was vitally necessary to India, but the time had come for the princes to make it clear what their political relations were with the British crown and that they and their people would never submit to be governed by British India. The princes had long been conscious that the silent loyalty of the states tended to count less in the world of politics than the vociferous claims of British Indian leaders, but British India and the Indian states were two entirely different entities.—Reuter.

AN INQUIRY

SEQUEL TO A CHINESE GIRL'S DEATH

THE JURY'S FINDING

A verdict of "suicide whilst of unsound mind" was returned at the Kowloon Magistracy yesterday afternoon by the Coroner's jury which, with Mr. W. Schofield, had been engaged for some time on an inquiry into the death of a young Chinese woman who was killed as the result of jumping from the roof of a house in Waterloo-road, Kowloon, on July 24 last.

In connection with the statement made in the course of the inquiry that the deceased was married to a European Sergeant of the Hong Kong Police Force, the jury added the following rider:—

"The jury think it should be made clear to the Chinese, if possible, that marriage with Europeans, evoking British Law can only be according to that law."

A further rider was added to the following effect with regard to procedure at the public mortuary:—

"We suggest that the identification form used at the mortuary should be in both English and Chinese, instead of English only, as at present."

ADVERTISING

SIR ERNEST BENN ON NET SALES

Sir Ernest Benn, speaking at the annual general meeting of Messrs. Benn Brothers Ltd., said that Ernest Benn Ltd., of which Benn Brothers Ltd. were the chief proprietors, had increased its turnover in books from \$30,000 two or three years ago to nearly a quarter of a million sterling, and this increase could be very largely attributed to judicious advertising.

Bouverie House, through its trade papers, had never hesitated in the past to recommend advertising expenditure to others, but its confidence in the article it sold was now immensely strengthened by the wonderful practical experience it had acquired as an advertiser itself.

Perhaps even more important was the bearing of this experience upon the net sale controversy which had now afflicted the advertising market for nearly twenty years. Although Ernest Benn Ltd. were big national advertisers, they had never asked for any particulars of the circulation of the papers in which they advertised. The "stunt" or "atomach" bids to which advertising had been reduced by the net sale enthusiasts was of no interest to them.

In selling advertising space and in buying advertising space, they were interested in brains and not in stomachs, and there were far fewer brains than stomachs about. Their appeal, whether as buyers or sellers, was to influence atmosphere, character, quality and commercial importance, and these things were miles removed from the million sale puffed up with coupons and benefits.

A THRILLING ROMANCE OF SPAIN!

THE famous lovers of "What Price Glory" in a new screen triumph produced by the same brilliant director!

Suspense Spectacle



LOVES OF CARMEN

DOLORES DEL RIO
Colour VICTOR McLAGLEN Thrills

AT THE
QUEEN'S TO-DAY TO SATURDAY
Usual Prices—Advance Booking For Dress Circle Daily From 11 a.m.

ADVENTURE, ROMANCE AND THRILLS

DOUGLAS FAIRBANKS IN THE GAUCHO

A picture to rank with "The Mark of Zorro"!
AT THE
WORLD TO-DAY TO SATURDAY
Orchestra 5.00 & 9.30. SPECIAL TIMES. Interpreter 2.30 & 7.15.

THE FAMOUS British picture of Naval adventure on foreign shores!

THE FLAG LIEUTENANT

With
HENRY EDWARD—LILIAN OLDLAND.
A splendid production made with the full co-operation of the British Admiralty and played by an all English Cast!
AT THE
STAR FINAL SHOWINGS TO-DAY.
Continuous 2.30 to 11.15.

AN ALUMINIUM SHAKER GIVEN FREE WITH EVERY TIN.



Obtainable from all Stores, Dispensaries, Hotels and Restaurants.
Sole Agents:—**HUI & HUI CO.**
Alexandra Building.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHESMAN WILSON, business manager, at 24, Wyndham Street, Hong Kong.